Report commissioned by:

Example Shipping

Organisation:

Example Organisation

CONDITION REPORT

EXAMPLE GENERAL CARGO

IMO Number: 123456789

INSPECTED AT CAPE TOWN SOUTH AFRICA
01st OCTOBER 2022

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CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Cape Town, South Africa | 01 Oct 2022 | Status: Standing by | 11.5 Hours Aboard | Majority of documents provided

The EXAMPLE VESSEL is a 4579 DWT, 3662 Gross Tonnage, Example flagged, General Cargo built to a good standard by Example Shipyard, in China, under Example Class supervision and was delivered, on the 1st January 1998. The vessel is now Classed with Example Class Society.

A Condition Inspection of the vessel was conducted on the 26th October 2022 to 26th October 2022 in Cape Town by Idwal under instruction from Example Organisation.

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

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

71 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	Example Vessel
IMO Number	123456789
Port of Registry	Example Port
Ship Type	General
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Ship Management
Shipbuilder	Example Shipyard
Delivery Date	01/01/1998
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
TEU	Example
Lightweight	Example MT

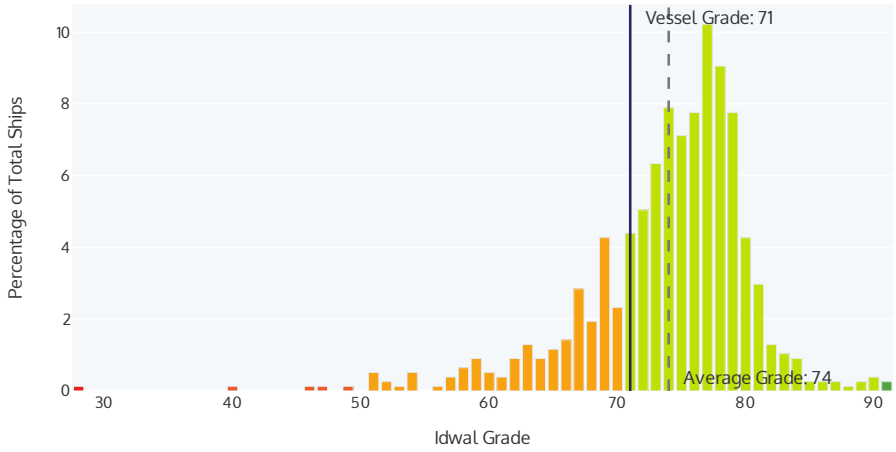
The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally maintained to a fair standard. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 2 deficiencies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

The vessel's Attained EEXI was calculated to be between 22.23 and 23.61, which is above the required EEXI of 15.82, 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 General Cargo vessels



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

KEY

Your Idwal grade — Average Idwal grade

Grade range: > 90 | 71 - 90 | 51-70 | 30 - 50

Your Idwal Grade vs other General Cargo vessels, age 20-25 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]
✕	Corrosion was seen to be widespread throughout the ballast tanks with scaling debris seen in the tanks.	Areas of Coating Breakdown and Corrosion should be addressed when possible.	**$50000+**
✕	The vessel is not equipped with a Ballast Water Treatment System (BWTS)	Under IMO regulations this will not be required until IOPP renewal survey due by 17-Sept-23.	**$50000+**
✕	It was seen that the ballast tanks had structural issues such as a shallow indent reported in tank 10, also frames in the inspected tanks were seen with wastage. Ballast tank fittings were also seen with instances of wastage.	The areas of damage should be reported to Class if not done so already and promptly and thoroughly repaired to Class satisfaction if required at the earliest opportunity.	**$50000+**
✕	At the time of the inspection repairs were ongoing to the deformed hatch cover and coaming of hold 1.	For information.	**$0**
✕	The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard.	Various upgrades and modifications may be required if the vessel wishes to trade in the USA.	**$5000 - $20000**
−	Lifeboat davit was undergoing maintenance at the time of the inspection to repair a leaking ram.	Keep davits and lowering arrangements in a well-maintained condition.	**$0**
−	Shallow indents seen on the stern area of the hull.	For information.	**$0**
−	Forward hydraulic pump unit (HPU) with HPU seen with leaks.	Investigate source of leaks and rectify when possible.	**$1000 - $5000**
−	The foc'sle was seen with widespread established corrosion, covering approximately 10% of the mooring deck plating total surface area. Deck fittings were found to be in a fair condition with the majority of fittings such as rollers and bits seen with established corrosion.	Areas of Coating breakdown and corrosion should be addressed when possible.	**$5000 - $20000**
−	Mooring practices were seen to be poor, with insufficient turns taken on split drums and bits and ropes arranged in a manor that may cause abrasion damage.	Mooring procedures should be reviewed in line with industry best practice.	**<$1000**

Main Engine Cylinder heads were due an overhaul on unit No. 5. Reportedly a plan was in place to achieve this overhaul.	For information.	**$0**
The vessel's thermal oil boiler was seen with evidence of exhaust leaks, and deteriorated lagging, reportedly this was due to be overhauled.	to be rectified as soon as possible.	**<$1000**
Lifeboat seat foam was seen to be damaged.	To be replaced as soon as practical.	**<$1000**
Cargo hold structure seen with instances of wastage.	To be investigated and rectified as required.	**$5000 - $20000**
The main deck had moderate localised corrosion, up to approximately 10% of the main deck plating total surface area, mainly located on walkways. Deck fittings were found to be in a fair condition due to the majority of fittings such as ventilation louvers and railings being seen with widespread corrosion.	Areas of Coating Breakdown and Corrosion should be addressed when possible.	**$5000 - $20000**
The fire pumps were seen with surface corrosion.	Overhaul pumps and rectify pumps seen with surface corrosion when possible	**$1000 - $5000**
Provisions stores temperature records were not recorded or kept near the stores.	Ensure daily logs are kept of tempertures and that the log is easily available near the stores.	**<$1000**
The vessel's anti- heeling system was reportedly decommissioned by the previous owner.	Investigations and consultations will likely be required before re-commissioning the system	**$20000 - $50000**
Rescue boat launch instructions were seen to be partly deteriorated.	To be replaced as soon as possible.	**<$1000**
Sea water pipes seen with corrosion.	Renew areas of pipework that have evidence of corrosion or soft patches.	**<$1000**
The dish washer was reportedly non operational.	To be be rectified when possible. A new dishwasher had reportedly been ordered.	**$1000 - $5000**
Emergency towing procedures were not available near to the foc'sle	Emergecy towing procedures to be provided in the vicinity of the foc'sle	**<$1000**
Main Mast seen with established corrosion.	Areas of Coating breakdown and corrosion should be addressed when possible.	**<$1000**
A reefer plug was reported to be defective.	To be investigated and rectified as required.	**<$1000**

	External parts of the cargo systems including hatch covers, coamings, cranes and their fittings were seen with localised corrosion, up to approximately 5% of the surface area.	Areas of Coating breakdown and corrosion should be addressed when possible.	**$5000 - $20000**

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. The Attained EEXI score was calculated to be between 22.23 and 23.61. Accurate SFOC information for the Main Engine at (75% load) and Auxiliary Engines at (50%) load was not provided and the "SFCME,app" and "SFCAE,app" have been used as per paragraph 2.2.4 of resolution MEPC.333(76) to calculate the EEXI. The engines may have a test report included in the NOX Technical File and may therefore have the SFC specified by the manufacturer or confirmed by a verifier and thus the EEXI calculation provided may not be accurate though it is the most accurate assessment possible given the limited information provided during the inspection. This Attained EEXI score is above the required EEXI of 15.82, and therefore the vessel will require the installation of technologies to reduce the EEXI score. For this reason forthcoming regulatory compliance was deemed to be fair overall. 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

15.82

$gCO_2/t.nm$

Attained EEDI/EEXI

22.23 - 23.61

$gCO_2/t.nm$

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	69	Management	76

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

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in China, by Example Shipyard with the keel laid on Example Date The vessel is a General Cargo, with 2 holds, driven by a controllable pitch propeller. The Main Engine is a Caterpillar and the vessel has 2 Auxiliary Engines, and a shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule and does not hold a Class notation for in Water Surveys. 2 Cargo Lifting Appliances are fitted. The UTM report showed only minor steel diminution. No additional Bridge or communication equipment was fitted apart from those required by international rules and regulations, though the engine room and machinery were fitted with UMS capabilities.

HULL

70

The hull was seen to be in a fair to 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, shallow indents were seen on the stern area. Coatings were seen with minor localised corrosion, up to approximately 5% of the surface area. Hull markings were well painted and legible with moderate marine fouling observed. The vessel's last out of water bottom survey was carried out on 13-Aug-21, with the vessel's next out of water bottom survey due by 17-Sept-23.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Shallow indents seen on the stern area of the hull. **Corrective Action:** For information.	$0

MOORING DECKS

60

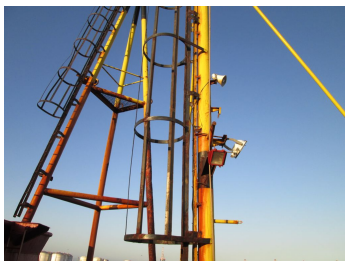
The Mooring decks were seen to be in a fair condition overall, due to the amount of coating breakdown and corrosion seen in the area. The decks were found to be free of structural defects. The poop deck was seen to be well coated with some instances of corrosion near weld seams, however the foc'sle was seen with widespread established corrosion, covering approximately 10% of the mooring deck plating total surface area. Deck fittings were found to be in a fair condition with the majority of fittings such as rollers and bits seen with established corrosion. 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 seen with instances of developing corrosion particularly on drums and braking arrangements Anchor chains were in a good condition, however mooring ropes were seen with areas of wear. Mooring practices were seen to be poor, with insufficient turns taken on split drums and bits and ropes arranged in a manor that may cause abrasion damage. Snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The bitter end release arrangements were seen to be clear and unobstructed however, the emergency towing booklet was not seen to be available near to the Foc'sle.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Forward hydraulic pump unit (HPU) with HPU seen with leaks. **Corrective Action:** Investigate source of leaks and rectify when possible.	$1000 - $5000

Description	Estimated Cost [USD]
Issue: The foc'sle was seen with widespread established corrosion, covering approximately 10% of the mooring deck plating total surface area. Deck fittings were found to be in a fair condition with the majority of fittings such as rollers and bits seen with established corrosion. **Corrective Action:** Areas of Coating breakdown and corrosion should be addressed when possible.	$5000 - $20000







Description	Estimated Cost [USD]
Issue: Mooring practices were seen to be poor, with insufficient turns taken on split drums and bits and ropes arranged in a manor that may cause abrasion damage. **Corrective Action:** Mooring procedures should be reviewed in line with industry best practice.	<$1000




Description	Estimated Cost [USD]
Issue: Emergency towing procedures were not available near to the foc'sle **Corrective Action:** Emergecy towing procedures to be provided in the vicinity of the foc'sle	<$1000

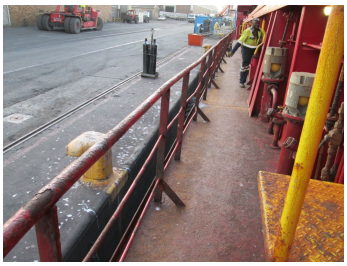
WEATHER DECKS AND FITTINGS

60

The Weather Decks and Fittings were seen to be in a fair condition overall, due to the amount of coating breakdown and corrosion seen in the area. The decks were found to be free of structural defects but had moderate localised corrosion, up to approximately 10% of the main deck plating total surface area, mainly located on walkways. Deck fittings were found to be in a fair condition due to the majority of fittings such as ventilation louvers and railings being seen with widespread corrosion. Pipework and fittings were seen to be generally free of leakages. The accommodation ladders and gangways were in a good overall condition, with no notable defects found.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The main deck had moderate localised corrosion, up to approximately 10% of the main deck plating total surface area, mainly located on walkways. Deck fittings were found to be in a fair condition due to the majority of fittings such as ventilation louvers and railings being seen with widespread corrosion. **Corrective Action:** Areas of Coating Breakdown and Corrosion should be addressed when possible.	$5000 - $20000




BUNKER
STATION


AIR
CONNECTION

BALLAST TANKS AND SYSTEMS

40

Ballast tanks and systems were deemed to be in a poor overall condition, due to the wastage seen to internal structures and widespread established corrosion seen in the tanks. No 14, 15 and fore peak were entered for inspection and photographs of previous tank entries in 06-May-22 were provided for review. It was seen that the ballast tanks had structural issues such as a shallow indent reported in tank 10 and frames in the inspected tanks with wastage. Corrosion was seen to be widespread throughout the tanks with scaling debris seen in the tanks. Ballast tank fittings such as ladders and pipework were seen with instances of wastage. Anodes were seen to be depleted up to 90%. Tanks were seen to have a moderate amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. While ballast pumps were reported to be fully operational, the vessel's anti-heeling system was seen to be out of use. Also the tank level gauging system was reported to be inaccurate.

NOTABLE ITEMS

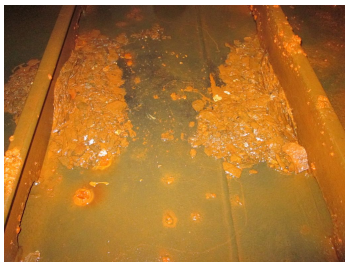
Description	Estimated Cost [USD]
Issue: Corrosion was seen to be widespread throughout the ballast tanks with scaling debris seen in the tanks. **Corrective Action:** Areas of Coating Breakdown and Corrosion should be addressed when possible.	$50000+












Description	Estimated Cost [USD]

Issue: It was seen that the ballast tanks had structural issues such as a shallow indent reported in tank 10, also frames in the inspected tanks were seen with wastage. Ballast tank fittings were also seen with instances of wastage.

Corrective Action: The areas of damage should be reported to Class if not done so already and promptly and thoroughly repaired to Class satisfaction if required at the earliest opportunity.

$50000+




Description	Estimated Cost [USD]
Issue: The vessel's anti- heeling system was reportedly decommissioned by the previous owner. **Corrective Action:** Investigations and consultations will likely be required before re-commissioning the system	$20000 - $50000

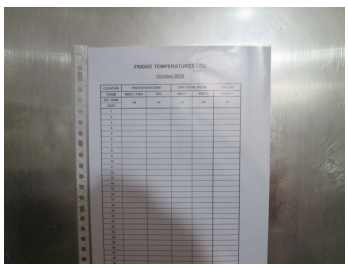
ACCOMMODATION

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 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 but with defective equipment reported due to dish washer was reportedly non operational. 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 had only minor localised corrosion, up to approximately 2% of the surface area, mainly located near portholes. The external superstructure fittings were seen with instances of corrosion and some portholes had areas with paint on. All external accommodation doors were in good working order and properly closing.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Provisions stores temperature records were not recorded or kept near the stores.	
Corrective Action: Ensure daily logs are kept of tempertures and that the log is easily available near the stores.	<$1000



	Description	Estimated Cost [USD]
	Issue: The dish washer was reportedly non operational. **Corrective Action:** To be be rectified when possible. A new dishwasher had reportedly been ordered.	$1000 - $5000

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 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. At the time of the inspection the bridge floor was being re-laid. 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 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 deck was seen with instances of spot corrosion, with the mast and aerial brackets seen with established corrosion.

NOTABLE ITEMS

	Description	Estimated Cost [USD]
−	**Issue:** Main Mast seen with established corrosion. **Corrective Action:** Areas of Coating breakdown and corrosion should be addressed when possible.	<$1000

ENGINE ROOM AND MACHINERY

70 The Engine room and machinery were found to be in a fair to good overall condition, with no significant defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen with issues such as a sea water pipes seen with corrosion, however, pipework lagging was seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The 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 Pistons, Bearings and Cylinder liners overhauls were within the service hours and Cylinder heads were due an overhaul on unit No. 5. Propulsion systems, such as shafts, gearing and bearings including the Bow thruster were in good working order with no defects reported or sighted. The 2 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines performance report provided showed no areas of concern. Auxiliary engines running hour data showed neither engine was overdue a major overhaul. The vessel's thermal oil boiler was seen with evidence of exhaust leaks, and deteriorated lagging, reportedly this was due to be overhauled. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational, however, SW pump 2 was undergoing maintenance during the inspection. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Main Engine Cylinder heads were due an overhaul on unit No. 5. Reportedly a plan was in place to achieve this overhaul. **Corrective Action:** For information.	$0

Description	Estimated Cost [USD]
Issue: The vessel's thermal oil boiler was seen with evidence of exhaust leaks, and deteriorated lagging, reportedly this was due to be overhauled. **Corrective Action:** to be rectified as soon as possible.	<$1000

Description	Estimated Cost [USD]
Issue: Sea water pipes seen with corrosion. **Corrective Action:** Renew areas of pipework that have evidence of corrosion or soft patches.	<$1000

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 fixed firefighting in the engine room, CO2 and Water Spray 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. However, the pumps were seen with surface corrosion. 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 not tested during the inspection, but was reported 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: The fire pumps were seen with surface corrosion. **Corrective Action:** Overhaul pumps and rectify pumps seen with surface corrosion when possible	$1000 - $5000

LIFESAVING APPLIANCES

70

Lifesaving appliances were seen to be in a fair to 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, however some damaged seat foam was seen. The lifeboat engine was not tested during the inspection, but was reported to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. The vessel is equipped with 2 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. At the time of the inspection the lifeboat davit was undergoing maintenance to repair a leaking ram. Davits and lowering arrangements were otherwise found to be in good overall condition and 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:** Lifeboat davit was undergoing maintenance at the time of the inspection to repair a leaking ram. **Corrective Action:** Keep davits and lowering arrangements in a well-maintained condition.	$0

Description	Estimated Cost [USD]
Issue: Lifeboat seat foam was seen to be damaged. **Corrective Action:** To be replaced as soon as practical. 	<$1000

Description	Estimated Cost [USD]
Issue: Rescue boat launch instructions were seen to be partly deteriorated. **Corrective Action:** To be replaced as soon as possible.	<$1000

SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA) were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good safe condition with clear pilot boarding instructions posted. Regular drills were conducted on board with the last drill conducted on the 22-Oct-22, which was an oil spill drill.

POLLUTION CONTROL

80

Pollution control was deemed to be good overall and generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was 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 locker or box was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date. The vessel is 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 17-Sept-23.

The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel was not found to be Vessel General Permit (VGP) compliant, as the vessel had no valid oil-to-water interface controls such as Environmentally Acceptable Lubricants (EALs) or an Airseal. The vessel's sewage treatment plant was found to be fully operational and in good overall condition, with no obvious defects. Garbage segregation was found to be good, with adequate, labelled containers and garbage seen to be well sorted and containers seen to be made of approved non-combustible materials. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 20-Oct-22. The Emission Control Area (ECA) change-over logbook was not maintained due to the vessel's trading area. No incinerator is fitted on the vessel, and combustible garbage is landed ashore for processing. 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 not equipped with a Ballast Water Treatment System (BWTS) **Corrective Action:** Under IMO regulations this will not be required until IOPP renewal survey due by 17-Sept-23.	$50000+

Description	Estimated Cost [USD]
Issue: The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard. **Corrective Action:** Various upgrades and modifications may be required if the vessel wishes to trade in the USA.	$5000 - $20000

ONBOARD MANAGEMENT

80

Onboard management was found to be good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date though some critical overdue work orders were noted such as the major overhaul of main engine cylinder head no 5. The Class-approved system-based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be good with 2 deficiencies and 0 detentions in the 2 inspections conducted in the past three years. The vessel's flag is targeted by the Paris Memorandum of Understanding (MoU) 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 with the majority of requested documents provided.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Mooring practices were seen to be poor, with insufficient turns taken on split drums and bits and ropes arranged in a manor that may cause abrasion damage. **Corrective Action:** Mooring procedures should be reviewed in line with industry best practice.	<$1000



Description	Estimated Cost [USD]
Issue: Main Engine Cylinder heads were due an overhaul on unit No. 5. Reportedly a plan was in place to achieve this overhaul. **Corrective Action:** For information.	$0

VESSEL CAPABILITIES AND CARGO SYSTEMS

60 Vessel capabilities and cargo systems were deemed to be in a fair overall condition, mainly due to the damage seen to the hatch cover and coaming of hold 1 at the time of the inspection. Both holds were entered for inspection however no photographs of previous hold entries were provided for review. A Cargo hold structural was seen with an instances of wastage. however, hold fixtures such as ladders, and rails etc. were seen to be in good condition. The inspected Cargo Holds had only minor surface corrosion, up to approximately 2% of the hold surface area, mainly located on sides. The last cargo carried was break bulk, which was also reported to be the next intended cargo. The holds were free of signs of water ingress and bilges were seen to be clean, dry and free of any debris. The vessel is fitted with hydraulic folding hatch covers. A hatch cover for hold 1 was seen to be deformed, this was under repair at the time of the inspection. Hatch covers were seen with localised corrosion, up to approximately 5% of the hatch cover surface area, mainly located near edges. 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 generally in a good condition, aside from the reported damage. Hold-open arrangements were in good condition. Landing pads in good condition with no excessive wear visible or reported though hatch cover securing arrangements such as cleats were seen with corrosion. In addition, the holds were also free of signs of internal leaks. Hold 1 hatch coaming was also undergoing repairs at the time of the inspection but had only minor localised corrosion, up to approximately 5% of the hatch coaming surface area, mainly located on upper areas. Compression bars/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris and the hatch coaming non-return valves clear and operational. The vessel has a Document of Compliance (DOC) for the carriage of dangerous goods but does not hold a Document of Authority (DOA) to carry grain. The approved cargo loading manual and stability booklet were found to be on board. Stability calculations were seen to be carried out, and the vessel is equipped with a Class-approved computer based stability software. No movable bulkheads or tween decks were carried on board. The vessel is certified to carry heavy cargoes. Lashing equipment was seen to be in a good condition with an up-to-date inventory seen. Cargo securing fittings were found to be in good condition. The vessel uses it's own power for all Reefer containers, without the need for an additional auxiliary power unit. The vessel is equipped to carry 26 Reefer containers whose temperatures were effectively monitored. Reefer sockets were generally seen in good condition, however a reefer plug was reported to be defective. Switchboards were free of any insulation or earth fault issues. The vessel has 2 cargo lifting appliances. Cargo lifting appliance 2 was seen in operation and both were reported to be fully operational. Lifting appliances were found to be generally free of significant structural defects and had only minor localised corrosion, up to approximately 5% of the surface area, mainly located on the top of the jibs. Wires were in good overall condition as were motors and hydraulic systems, which were free of defects and leaks. Lifting appliances components, such as sheaves, blocks and cylinders were seen to be in a good overall condition with controls and operating positions in good condition and safety devices fully operational. The slewing bearings were found to be in a good overall condition with evidence of bearing rocking tests conducted and recorded. Lifting appliances were regularly examined by shore side technicians with maintenance records accurate and up-to-date.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: At the time of the inspection repairs were ongoing to the deformed hatch cover and coaming of hold 1. **Corrective Action:** For information.	$0



Description	Estimated Cost [USD]
Issue: Cargo hold structure seen with instances of wastage. **Corrective Action:** To be investigated and rectified as required.	$5000 - $20000

Description	Estimated Cost [USD]
Issue: A reefer plug was reported to be defective. **Corrective Action:** To be investigated and rectified as required.	<$1000

Description	Estimated Cost [USD]
Issue: External parts of the cargo systems including hatch covers, coamings, cranes and their fittings were seen with localised corrosion, up to approximately 5% of the surface area. **Corrective Action:** Areas of Coating breakdown and corrosion should be addressed when possible.	$5000 - $20000




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:	0 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	529.5 m^3

What fuel type does the vessel run on for the majority of the time?	Diesel / Gas Oil

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

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	Caterpillar		Volvo Penta	Volvo Penta	Volvo Penta	
Model	9M32		D16	D16		
Number of Cylinders	9		6	6		
Speed (RPM)	600		1,800	1,800		
Bore (mm)	320		144	144		
Stroke (mm)	480		165	165		
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	190		215			
Fuel Oil Consumption at full load (tonnes/day)	9.2		.2	.2		
Cylinder Oil Consumption (litres/day)	0					
System Oil Consumption (litres/day)	90					
Major Overhaul Interval (Hours)		30,000		30,000		
Running Hours since last overhaul (Hours)		8,092		1,371		

	Vessel Speed (knots)	Consumption (t/day)
Loaded Service	11	10

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		15,000
Pistons		30,000
Bearings		30,000
Cylinder Liners		30,000

Main Engine No.1 — **Unit Running Hours**

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	2,599	1,401	3,861	5,295	15,466	13,638	12,966	5,299	14,113			
Pistons	5,277	1,379	5,277	5,277	5,277	5,277	5,277	5,277	5,277			
Bearings	5,277	5,277	5,277	5,277	5,277	5,277	5,277	5,277	5,277			
Cylinder Liners	5,277	5,277	5,277	5,277	5,277	5,277	5,277	5,277	5,277			

Class Surveys

Were all Class and Statutory certificates valid? ☑ Yes

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

Is the vessel on the Enhanced Survey Program (ESP)?	☒ No
Does the vessel have an In Water Survey Class notation?	☒ No
Is the vessel ice classed?	☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	18-Sept-18	17-Sept-23
Intermediate	10-Aug-21	
Annual	01-Jul-22	17-Sept-23
Bottom in dry dock	13-Aug-21	17-Sept-23

What was the location of the last out-of-water docking?	*Cape Town*
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	*Netherlands, Germany, Antigua*
Has the vessel remained with the same Class since build?	☒ No
Please provide details of previous Class societies	*BV - Bureau Veritas*
Does the vessel have any Conditions of Class or Recommendations of Class?	☒ No

Does the vessel have any Class Memos, Observations or Additional Requirements?	☑ Yes
Please provide further details	*all administrative and informative in nature*

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:	700,000
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?	GL - Germanischer Lloyd
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	Yes
Did the UTM report show any diminution of steelwork?	Minor

Please provide further details

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

Hull & Structure

Bridge & Communication

Engine Room & Firefighting

☑ UMS Capabilities (regardless of Class notation)

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 *shallow indents seen on the aft area*

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	throughout the boot top and anti-fouling layers
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised

What was the condition of the hull markings?	Well painted and clearly legible
What type of anti-fouling coating was applied?	TBT free anti fouling paint
What level of marine fouling was seen?	Moderate
What type of marine fouling was seen?	Soft

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	2.55
Aft: (m)	4.6

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?	Moderate
Coating breakdown and corrosion was mainly located in the following areas:	foc'sle
The amount of surface area coating breakdown and corrosion was approximately:	10%
Type of coating breakdown and corrosion:	☑ Localised
What was the general condition of the deck fittings?	Fair
Please provide further details	*majority of fittings such as rollers and bits seen with established corrosion*
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?	☒ No *forward HPU seen with leaks*

What was the condition of the mooring machinery?	Fair
Please provide further details	*seen with instances of developing corrosion particularly on drums and braking arrangements*
What amount of band brake lining was seen to be remaining?	Moderate / Adequate
Were clutching and gearing arrangements sufficiently greased?	☑ Yes
What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope
What was the condition of the mooring ropes / wires?	Fair
Please provide further details	*seen with areas of wear*
Were safe mooring practices observed? i.e. no overlapping turns on split drum, chafing of lines or unsafe leading.	☒ No — *insufficient turns taken on split drums and bits, ropes arranged in a manor that may cause abrasion damage*
Was the last brake test seen to be stencilled on the mooring winches?	☒ No — *no information on last brake test of the mooring winches was available.*
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?	Fairly neat with some scattered equipment

Were the bitter end release arrangements seen to be clear and unobstructed?	☑ Yes	
Was an 'emergency towing booklets/procedures' available near to the foc'sle?	☒ No	*Emergency towing procedures were not available near to the foc'sle*

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?	Moderate
Coating breakdown and corrosion was mainly located in the following areas:	walkways
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion: ☑ Localised

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

Please provide further details

the majority of fittings such as ventilation louvers and railings seen with widespread corrosion

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)? ☒ No

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

1 x CPP propeller blade stowed the 1st deck aft of the superstructure.

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☑ Yes	
Please provide further details	*No 14, 15 and fore peak*	
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes	
Date photos were provided:	*06-May-22*	
Were inspection reports or reports of the tanks condition provided?	☑ Yes	
Were the tanks free of any structural damage or indentations?	☒ No	*indent reported in tank 10, frame in inspected tanks seen with wastage*

What was the level of Ballast Tank coating breakdown and corrosion?	Moderate
Coating breakdown and corrosion was mainly located in the following areas:	widespread
The amount of surface area coating breakdown and corrosion was approximately:	60%

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

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

Please provide further details	*seen with instances of wastage*

Were the ballast tanks fitted with sacrificial anodes?	☑ Yes	
Anode depletion:	*90%*	
How much mud/sediment was seen inside the ballast tanks?	Moderate	
Please provide further details	*The Ballast tanks were seen to have moderate mud/sediment contamination.%*	
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	*gauging system reported to be inaccurate on crew provided inspection reports*
Were the ballast and/or anti-heeling pumps reported to be fully operational?	☒ No	*Anti heeling system was decommissioned by the previous owner.*
What condition were the ballast and/or anti-heeling pumps in?	Fair	
Please provide further details	*anti heeling pump out of use*	

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?	☑ Yes
What was the quality of accommodation outfitting?	Average quality of outfitting
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☑ Yes
What was the condition of the AHU?	Good

Galley Condition

What was the level of cleanliness in the Galley?	Clean

Was all galley equipment operational?	☒ No	*dish washer was reportedly non operational. A new dishwasher had reportedly been ordered.*

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?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	near portholes
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion:

- [x] Localised

What was the general condition of external superstructure fittings?	Fair

Please provide further details

seen with instances of corrosion

Crew Welfare

What is the average contract length for crew members?

Officers:	3 Months
Crew:	3 Months

Was Wi-Fi provided on-board?	Yes, Free, Unlimited

What is the approximate average internet speed?	Slow (Able to access minimal websites with text only, not pictures)

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

- [x] Yes

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Television
- [x] Public Computer
- [x] Cycling Machine
- [x] Barbecue
- [x] En-suite facilities for all crew members

What was the quality of crew recreation facilities?	Fair
Crew recreation facilities were to a fair/poor standard due to:	*no dedicated gym provided*
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?	No
Please provide further details	*No training facilities such as Videotel etc were provided.*
Is there a crew suggestion policy in place?	☒ No
Please provide further details	*No formal policy in place.*
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
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:	*S-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	*42*	
Was the Echo Sounder fully operational?	☑ Yes	
Were the RADARs fully operational?	☑ Yes	
Were the "blind sectors" posted near to the RADARs?	☑ Yes	
Does the vessel receive up to date weather information?	☑ Yes	*26-Oct-22*

What type of weather updating service does the vessel use?	Digital subscription

Was an in-date compass deviation card posted near to the helm?	☑ Yes	
Was a compass deviation log kept, up to date and free of any major deviations?	☑ Yes	
Were azimuth rings (bearing diopters) found to be available on the bridge?	☑ Yes	

Communication Condition

What GMDSS sea areas was the vessel licensed to cover?	☑ A1	☑ A2	☑ A3	☒ A4
Were the radio batteries seen to be in good condition?	☑ Yes			
Were the EPIRBs, SARTs and Emergency Hand Held VHF Batteries within their expiry dates?	☑ Yes			

	Battery expiry dates
EPIRBS	01-May-26
SARTs	01-Apr-26
VHF	01-Feb-24

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

Documentation Condition

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

External Condition

Was the Monkey Island found to be in good, well maintained condition?	☒ No	*deck seen with instances of spot corrosion*
Were the main mast, aerials and antennas seen to be in good condition and free from damage?	☒ No	*mast and aerial brackets seen with established corrosion*
Were bridge wing manoeuvring controls fitted?	☑ Yes	
Were the bridge wing manoeuvring controls reported to be fully operational and free from signs of water ingress?	☑ Yes	
Were bridge wing engine speed and compass repeaters seen to be in good working condition?	☑ Yes	

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Refrigeration Compressor	☑ Sewage treatment plant
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)?	☑ Yes	
Were spares neatly stowed and correctly secured?	☑ Yes	
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes	
Were recent copies of lube oil analysis reports provided for review?	☑ Yes	
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☒ No	
Was the NOx Technical file kept up to date?	☒ No	*N/A*
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?	Controllable Pitch Propeller (CPP)
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?	2
Were the auxiliary engines in good working condition?	☑ Yes

What condition did the Auxiliary Engines appear to be in?	Good

Were Auxiliary Engines performance reports provided for review? ☑ Yes

Were the performance reports satisfactory? ☑ Yes

Does the vessel have a shaft generator? ☑ Yes

Shaft Generator rated power (PTO) (kW):	*600*

Was the shaft generator unit in good working condition? ☑ Yes

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?	Thermal Oil

Was the boiler in good working condition? ☑ Yes

What condition did the Boiler appear to be in?	Fair

Please provide further details	*seen with evidence of exhaust leaks, reportedly this was due to be replaced*

Were boiler safety valves in satisfactory condition? ☑ Yes

Equipment	Fully operational?	Condition
Purifiers	Yes	Fair
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

Why was 'No', 'Fair' or 'Poor' selected above?	*SW pump 2 was was under going maintenance during the inspection having a bearing replace*

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?	☒ No	*sea water pipe seen with corrosion*

What condition was pipework lagging in?	Clean

Was the steering gear in good working condition?	☑ Yes	
Was the steering gear free of leakages?	☑ Yes	
Was the emergency steering communication equipment and gyro repeater working as required?	☑ Yes	
Were emergency steering instructions posted nearby?	☑ Yes	

Was the Engine workshop clean and tidy?	☑ Yes

ECR and Electrical

Was the Engine Control Room clean and tidy?	☑ Yes
Was the Engine Control and Alarm system free of any serious alarms?	☑ Yes
Does the vessel have an Unmanned Machinery Space (UMS) notation?	☑ Yes
Does the machinery space operate in UMS mode?	☑ Yes
Were all Electrical distribution systems in good working condition?	☑ Yes
Were Main Switchboard Insulation readings adequate?	☑ 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	01-Jul-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?	☒ No	
Were the main and emergency fire pumps in good condition and free of leakages?	☒ No	*pumps seen with surface corrosion*
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: *M store, main deck level accommodation.*

Was the BA equipment fully charged in good condition?	☑ Yes
Was the Emergency Generator tested during the inspection?	☒ No
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:	28-Jun-22
How many lifeboats is the vessel equipped with?	1
What type of lifeboat is the vessel fitted with?	Free-fall
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Fair

Please provide further details *seen with damaged seat foam*

Were Lifeboat Engines able to be tested? ☒ No

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?	2
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	*lifeboat davit was undergoing maintenance at the time of the inspection to repair leaking rams*
What Date is the next Davit wire due for change?	01-Nov-22
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?	05-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:	26-Oct-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:	29-Jun-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?	☑ Yes
Does the vessel have an adverse history of accidents and near-misses?	☒ No
Is the vessel equipped with an approved SOLAS training manual?	☑ Yes
Were the pilot ladders and boarding arrangements in a good, safe condition?	☑ Yes
Does the vessel have clear pilot boarding instructions posted?	☑ Yes
Are regular drills conducted on board?	☑ Yes

Last drill date	22-Oct-22
Last drill type	oil spill

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?	☒ No	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration		*11-Oct-21*
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	
Were previous bunkering checklists correctly filled out?	☑ Yes	
Date of last bunkering	*25-Oct-22*	
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	*17-Sept-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	*31-Aug-23*	
Is the Vessel General Permit (VGP) compliant?	☒ No	*The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard*

Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted?	☑ Yes
Was the Sewage Treatment Plant operational?	☑ Yes

What was the condition of the Sewage Treatment Plant?	Good

Does the vessel have a sewage holding tank? ☑ Yes

What was the condition of the Sewage Holding Tank?	Good

Garbage - Marpol Annex V

Does the vessel have a garbage management plan? ☑ Yes

How was the condition of Garbage segregation?	Good

Were Garbage containers of approved, non-combustible type? ☑ Yes

Was the Garbage Record Book (GRB) up to date and correctly filled in? ☑ Yes

Date of last entry	*20-Oct-22*
Category of last entry	*B*

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? ☒ No

Does the vessel have an Emission Control Area (ECA) change-over log?	☒ No	*trading area*

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?	Diesel / Gas Oil
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):	190

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	215
Shaft Generator rated power (PTO) (kW):	600
Does the vessel have a shaft motor (Power Take-In)?	☒ No
What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	17-Sept-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	19-Jan-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	25-Oct-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?	Class-approved system
Name of PMS	Amos M & P.

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	*Main engine cylinder head no 5 was over due a major overhaul, a plan was in place to achieve this*
Were there any critical overdue PMS work orders?	☑ Yes	*Main engine cylinder head no 5 was over due a major overhaul, a plan was in place to achieve this*

Port State Control (PSC) inspection history

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

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

Paris MOU:	Grey

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

Type of access control	gangway watch

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

Are random or specific drug and alcohol testing carried out? ☑ Yes

Tests Carried out by	Onboard by Master	External Company

Were the Master and crew prepared for the Inspection?	☑ Yes
What level of cooperation was provided by the crew and Master?	Good
Were documents provided as requested?	Majority of documents provided
What was the overall impression of the general management of the vessel?	Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - GENERAL CARGO

Vessel Capabilities and Cargo Systems - General Cargo Condition

Cargo hold	Capacity (m^3)	Capacity in holds (TEU)	Steel Coil capacity by: Total weight (mt)	Capacity on deck (TEU)
Cargo Hold No.1	3,403	12		129
Cargo Hold No.2	2,928	12		167
Total	6,331	24	0	296

How many cargo holds does the vessel have?	2

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

Which holds were entered	both

Were recent vessel cargo hold inspection photographs provided? ☒ No

Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)? ☒ No *wastage seen on*

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

What was the level of cargo hold coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	sides
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion: ☑ Surface

If the vessel is geared, does the vessel have heavy lift Capabilities? ☒ No

What was the last cargo carried?	break bulk
What is the next intended cargo to be carried?	break bulk

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?	Mechanical

Hatch Covers Condition

What type of hatch covers are fitted?	Hydraulic folding type

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

Were the hatch cover found to be free from structural damage? ☒ No *hatch 1 seen to be deformed, this was under repair at the time of the inspection*

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:	near edges
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised

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?	Fair

Please provide further details *hatch cover for hold 1 seen to be deformed*

What was the condition of hatch cover securing arrangements?	Fair

Please provide further details *items such as cleats seen with corrosion*

What was the condition of hatch cover hold-open arrangements?	Good
What was the condition of the hatch cover landing pads?	Good

Hatch Coamings Condition

Were the hatch coamings found to be free from structural damage? ☒ No *hold 1 hatch coaming undergoing repairs at the time of the inspection*

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

Type of coating breakdown and corrosion: ☑ Localised

Were the compression bars/strips seen to be in good condition? ☑ Yes

Were the hatch coaming drain channels seen to be free from corrosion, scaling or debris? ☑ Yes

Were hatch coaming non-return valves found to be clear and fully operational? ☑ Yes

Documentation and Additional Features

Does the vessel have a Document of Compliance (DOC) for the carriage of dangerous goods? ☑ Yes

Does the vessel have a Certificate of Authority to carry grain? ☒ No

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

Is the vessel certified to carry heavy cargoes? ☑ Yes

Was there an approved stability booklet on board? ☑ Yes

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

Name of software:	Schiffko

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

Is the vessel fitted with movable bulkheads and tween decks? ☒ No

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

Was there an up to date lashing inventory? ☑ Yes

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

Reefer Containers

Is the vessel equipped to carry Reefer containers? ☑ Yes

	Reefer Capacity
On deck	26
Total	26

What condition were reefer electrical sockets in?	Fair

Please provide further details *a reefer plug was reported to be defective*

Was the reefer switchboard free of any low insulation or earth faults? ☑ Yes

Was the vessel's own electrical supply sufficient for all reefer containers, without the use of an additional Power Unit (package generator) ? ☑ Yes

Is there an effective system for monitoring reefer container temperatures? ☑ Yes *Manual monitoring by crew*

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	40	24	24-May-19
2	40	24	16-Jul-18

How many Cargo Lifting Appliances does the vessel have?	2
What type of cargo lifting appliances are fitted?	Electro hydraulic cranes

Were the cargo lifting appliances seen in operation? ☑ Yes *2*

Please state which lifting appliances were seen in operation *2*

Were all cargo lifting appliances fully operational? ☑ Yes

Were the cargo lifting appliances found to be free from structural damage? ☑ Yes

What level of coating breakdown and corrosion was seen on the cargo lifting appliances?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	top of the jibs
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised

In what condition were the wires for the cargo lifting appliances?	Good
In what condition were the cargo lifting appliances motors and hydraulic systems?	Good
In what condition were the cargo lifting appliances slewing bearings?	Good

Was slewing bearing wear monitored or rocking tests conducted and recorded? ☑ Yes

Were all safety features and equipment (e.g. limit switches) fitted on the cargo lifting appliances fully operational? ☑ Yes

In what condition were the cargo lifting appliances control and operating positions, including their operator cabs if fitted?	Good

Were cargo lifting appliances regularly examined by appropriately qualified shore side technician? ☑ Yes

Were cargo lifting appliances angle indicators free to move? ☒ No *not fitted*

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

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

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