**Report commissioned by:**

Example shipping company

**Organisation:**

Example shipping organisation

PRE-SALE REPORT

# EXAMPLE GENERAL CARGO

IMO Number: 12345678

INSPECTED AT PLOCE CROATIA
OCTOBER 2022

# REPORT TERMS OF USE

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| | |
|---|---|
| **Pre-sale report reference:** | 00/000 |
| **Report commissioned for:** | Example Company |
| **Organisation:** | Example Ship Management |
| **PDF generated for:** | example@example.com |
| **Time & date:** | 10:00 (UTC) on 01st October 2022 |

# CONTENTS

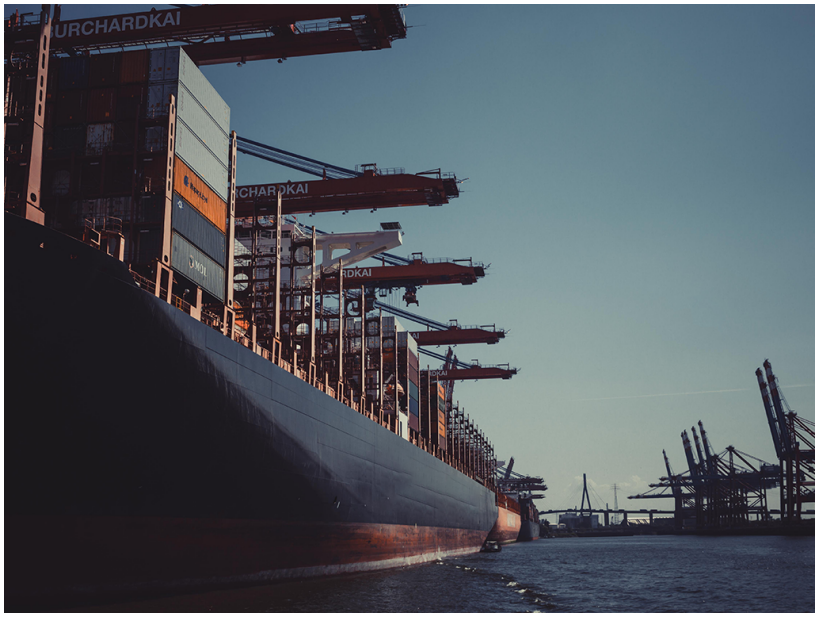


## ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

# INSPECTION SUMMARY



Ploce, Croatia | 19 Oct 2022 | Status: Discharging | 8.5 Hours Aboard | Majority of documents provided

The Example vessel is an Example DWT, Example Gross Tonnage, Portugal (Mar) flagged, geared General Cargo vessel built to a good standard by Example Shipbuilding, in Japan under Example class supervision and was delivered on the 8th November 2011. The vessel remains Classed with Example Class Society.

A Pre-Sale Inspection of the vessel was conducted on the 01st October 2022 in Ploce by Idwal under instruction from Example Ship Management.

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

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

81 IDWAL GRADE

## VESSEL PARTICULARS

| | |
|---|---|
| **Ship Name Previous** | Example Vessel |
| **Name** | Example Vessel |
| **IMO Number** | 123456789 |
| **Port of Registry** | Example Port |
| **Ship Type** | General Cargo |
| **Flag** | Example Flag |
| **Classification Society** | Example Class |
| **Registered Owner** | Example Owner |
| **Technical Manager** | Example Manager |
| **Shipbuilder** | Example Shipbuilder |
| **Delivery Date** | 01/01/2011 |
| **Dead Weight** | Example MT |
| **Gross Tonnage** | Example MT |
| **Net Tonnage** | Example MT |
| **Length Overall** | Example m |
| **Breadth** | Example m |
| **Depth** | Example m |
| **Summer Draught** | Example m |
| **Lightweight** | Example MT |

The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 21 deficiencies and 0 detentions in the 14 inspections conducted in the past three years.

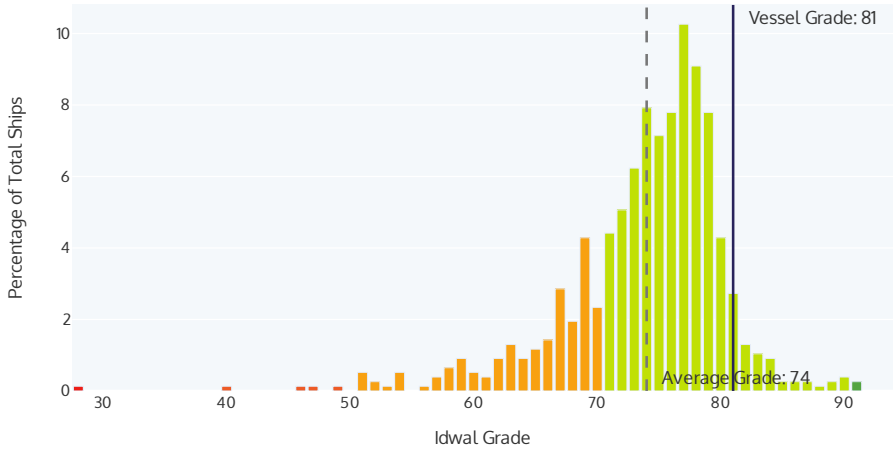
The vessel has a Class approved EEXI Technical File, dated September 2022, stating an Attained EEXI of 6.29 which is below the Required EEXI of 7.69.

The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 6.55, which places the vessel in Band B for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band B by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan and may receive certain incentives.

# 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 10-15 years


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

KEY

Your Idwal grade — Average Idwal grade - - -

All sector ships — Age comparable ships

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

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

# KEY NOTABLE ITEMS

| | Description | Action / Timeline | Estimated Cost [USD] |
|---|---|---|---|
| − | An accumulation of ice was noted around the pipework in the meat provision room. | De-frost and rectify root cause of excess ice build-up. | <$1000 |
| − | The latest lube oil analysis reports showed 'Caution' warning noted from auxiliary engines 1 and 3 due to increased vanadium content, with it also noted that the last test was conducted in April 2022. | The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use. | <$1000 |
| − | Localised areas of corrosion were noted to the main deck walkways and cross deck areas, as well as to pipework fittings and supports. | Remedial cosmetic maintenance to be carried out as soon as practical. | <$1000 |
| − | A leak was noted from the port forward cylinder for cargo hatch cover number 4. | To be further investigated and rectified as soon as practical. | <$1000 |
| ✓ | A US coastguard approved Ballast Water Treatment System (BWTS) is installed. | Positive. | $0 |
| ✓ | The vessel has completed an out of water bottom survey within 12 months from the date of inspection. | Positive. | $0 |
| ✓ | The vessel is fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. | 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 has a Class approved EEXI Technical File, dated September 2022, stating an Attained EEXI of 6.29 which is below the Required EEXI of 7.69. The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 6.55, which places the vessel in Band B for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band B by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan and may receive certain incentives. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

## EEXI

**Required EEXI**

7.69

$gCO_2/t.nm$

**Attained EEDI/EEXI**

6.29

$gCO_2/t.nm$

**This vessel meets the required EEDI/EEXI**

## CII

**Last Recorded CII (2021)**

6.55

$gCO_2/t.nm$

**Last attained CII Band (2021)**

B

**If the vessel maintains its last recorded CII score we anticipate it will be in Band B by 2023**

# GRADING DATA


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

## SUB GRADES

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

| | | | |
|---|---|---|---|
| Condition | 79 | Management | 86 |

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

| | | | |
|---|---|---|---|
| Design and Construction | 80 | Hull | 80 |
| Mooring Decks | 80 | Weather Decks and Fittings | 70 |
| Ballast Tanks and Systems | 80 | Accommodation | 80 |
| Bridge and Navigation Equipment | 80 | Engine Room and Machinery | 80 |
| Fire Fighting Equipment and Systems | 80 | Lifesaving Appliances | 80 |
| Safe Working Environment | 80 | Pollution Control | 80 |
| Onboard Management | 80 | Vessel Capabilities and Cargo Systems | 80 |
| Forthcoming Regulatory Compliance | 100 | Crew Welfare | 70 |
| Crew Performance | 80 | Safety Management | 80 |
| Planned Maintenance System (PMS) | 80 | Classification and Certification | 90 |
| 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 Japan by Example Shipbuilding with the keel laid in 2010. The vessel is a General Cargo, with 5 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 not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys. 4 Cargo Lifting Appliances are fitted. The UTM report showed only minor steel diminution. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential GPS and the engine room and machinery are fitted with incinerator sludge burning system, UMS capabilities and 2-stroke engine mechanical lubricator.

## HULL

80

The hull was seen to be in a good overall condition, with the hull able to be inspected from all round while alongside. The vessel was found to be free of both major and minor structural defects and had only minor localised spot corrosion, up to approximately 2% of the surface area, mainly located to midships boot top area. 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 24-Dec-21, with the vessel's next out of water bottom survey due by 07-Nov-26.

## NOTABLE ITEMS

| | Description | Estimated Cost [USD] |
|---|---|---|
| ✓ | **Issue:** The vessel has completed an out of water bottom survey within 12 months from the date of inspection.<br>**Corrective Action:** Positive. | $0 |

# MOORING DECKS

80

The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and had only minor localised surface corrosion, up to approximately 2% of the mooring deck plating total surface area, mainly located to deck plating and around foundations of mooring equipment. 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 and clutching and gearing arrangements sufficiently greased. Anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be good and snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a fair overall condition with it noted that the housekeeping could be improved upon. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet seen to be available near to the Foc'sle.

# WEATHER DECKS AND FITTINGS

70

The Weather Decks and Fittings were seen to be in fair to good condition overall, primarily due to the levels of corrosion noted. The decks were found to be free of structural defects and had only minor localised, surface and spot corrosion, up to approximately 5% of the main deck plating total surface area, mainly located to deck walkways and cross deck areas. Deck fittings were found to be in a fair condition with localised areas of corrosion noted to pipework fittings and supports however, pipework and fittings were seen to be generally free of leakages. The accommodation ladders and gangways were in a fair overall condition with scattered areas of corrosion noted to the starboard side accommodation ladder. However, provisions lifting appliances were in a good overall condition as observed.

# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** Localised areas of corrosion were noted to the main deck walkways and cross deck areas, as well as to pipework fittings and supports.<br>**Corrective Action:** Remedial cosmetic maintenance to be carried out as soon as practical. | <$1000 |

# BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. The Fore peak, and Number 5 Port and Starboard were entered for inspection however no photographs of previous tank entries were provided for review. The inspected ballast tanks were found to be generally free of significant structural defects and had only minor localised, surface and spot corrosion, up to approximately 5% of the ballast tanks total surface area, mainly located to the bulkheads and edges of supports in the fore peak, as well as localised areas of corrosion noted to the bulkhead adjacent to the cargo hold in tank 5 port. 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 15%. 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 fully operational and all ballast pumps were in good working order and in good visual condition.

# ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good but with the levels of hygiene in sanitary facilities seen to be fair with it noted that the cleanliness could be improved in the common sanitary facilities for the crew. 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 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 have isolated defects such as an accumulation of ice note around the pipework in the meat room. 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 fair overall condition with localised areas of corrosion noted to the air condition room manhole cover located next to the CO2 room entrance, but with all external accommodation doors in good working order and properly closing. The Crew Welfare was found to be in fair to good overall with it noted that the vessel is fitted with a paid to access and limited use Wi-Fi system though crew were reported to have access to a well-stocked bond store.

# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** An accumulation of ice was noted around the pipework in the meat provision room.<br>**Corrective Action:** De-frost and rectify root cause of excess ice build-up. | <$1000 |

# 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 with the mast, aerials and antennas seen to be satisfactory and free of defects. It was also noted during that the inspection Annual radio survey and VDR annual performance test were in progress, with an Approved Radio surveyor and NK Class surveyor in attendance.

# ENGINE ROOM AND MACHINERY

80

The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be very clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with pipework lagging seen to be all clean and intact. A review of the latest lube oil analysis reports provided showed some areas of concern as follows: 'Caution' warning noted from auxiliary engines 1 and 3 due to increased vanadium content, with it also noted that the last test was conducted in April 2022. The NOx Technical file was up to date and last updated on 02-Aug-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 and Pistons overhauls were within the service hours. 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 and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines performance report provided showed some areas of concern as follows: reports do not record the engine load during the tests. A review of the latest Auxiliary engine running hours showed no overdue maintenance. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** The latest lube oil analysis reports showed 'Caution' warning noted from auxiliary engines 1 and 3 due to increased vanadium content, with it also noted that the last test was conducted in April 2022.<br>**Corrective Action:** The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use. | <$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 Water Spray and CO2 fixed firefighting in the engine room, CO2 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 and both were found to be in a good condition, free of leakages. A fire pump was tested during the inspection and was found to deliver adequate pressure. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

# LIFESAVING APPLIANCES

80

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

# SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA) were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good safe condition with clear pilot boarding instructions posted. Regular drills were conducted on board with the last drill conducted on the 30-Sept-22, which was an MOB, recovery of person from water 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 operationally tested during the inspection and the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 19-Sept-22. A US coastguard approved Ballast Water Treatment System (BWTS) is fitted and was found to be fully operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. The vessel's sewage treatment plant was 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 14-Oct-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 13-Oct-22. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** A US coastguard approved Ballast Water Treatment System (BWTS) is installed.<br>**Corrective Action:** Positive. | $0 |

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

# ONBOARD MANAGEMENT

80

Onboard management was found to be good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date with no critical overdue work orders. The Class-approved system-based Planned Maintenance System (PMS) was not fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be good with 21 deficiencies and 0 detentions in the 14 inspections conducted in the past three years. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation with the majority of requested documents provided.

# VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. All 5 holds entered as far as practical due to on-going cargo operations, however no photographs of previous hold entries were provided for review. Cargo hold structural members were found to be free of damage as were hold fixtures, such as ladders, hand rails etc. The inspected Cargo Holds had only minor localised and spot corrosion, up to approximately 2% of the hold surface area, mainly located to corrugated bulkheads. The last cargo carried was aluminum ingots, with the next intended cargo reported to be not yet known. 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, 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 hatch cover surface area, mainly located to top sides and lower side edges with signs of on-going cosmetic maintenance noted. Hatch cover operating systems were in full working order but were seen to be in fair condition with areas of corrosion noted to wheels, hinges, hydraulic cylinders as well as a leak noted from the port forward cylinder for hatch number 4. Hatch cover rubber seals and retaining channels were in good overall condition with hold-open arrangements also in good condition. Landing pads in good condition with no excessive wear visible or reported with hatch cover securing arrangements also in good condition. In addition, the holds were also free of signs of internal leaks. Hatch coamings were found to be free of structural defects and had only minor localised surface corrosion, up to approximately 3% of the hatch coaming surface area, mainly located in difficult to maintain areas, underside of stiffeners, and on edges of brackets. 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 and 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. Cargo securing fittings were found to be in good condition. The vessel is not equipped to carry Reefer containers. The vessel has 4 cargo lifting appliances, which were found to be in a good overall condition. Lifting appliances were found to be generally free of significant structural defects and had only minor localised, surface and spot corrosion, up to approximately 10% of the surface area, mainly located on jibs, inspection platforms, around slewing bearings, around operator cabins, and to pedestal. 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 fair overall condition with some corrosion around bearings and on bolts (external), more so to crane number 1. Lifting appliances were regularly examined by shore side technicians with maintenance records accurate and up-to-date. It was also noted the vessel is equipped with 3 hydraulic operated grabs, maker Guven. They were seen to be in a good overall condition, free of any areas of damage or deformation with minor spot corrosion noted. However, no information was available as to when they were last in use.

# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
| --- | --- |
| **Issue:** A leak was noted from the port forward cylinder for cargo hatch cover number 4.<br>**Corrective Action:** To be further investigated and rectified as soon as practical. | <$1000 |

# OPERATIONAL DATA

## Operational Data Condition

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

| | |
|---|---|
| **Total High Sulphur Fuel Oil (HSFO) capacity:** | $m^3$ |
| **Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:** | 1,593.4 $m^3$ |
| **Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:** | 422.9 $m^3$ |
| **Total Fresh Water capacity:** | 541.8 $m^3$ |
| **Total Ballast Capacity Excluding Cargo Hold Ballast Capacity:** | 16,032.4 $m^3$ |
| **Total Bilge water capacity:** | 22 $m^3$ |
| **Total sludge and residues capacity:** | 26.3 $m^3$ |

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

Does the vessel have any energy efficiency technologies installed? ☒ 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 | N/A |
| Model | MC-C | | 6EY18L | 6EY18L | 6EY18L | |
| Mark/Series/Revision | 7 | | | | | |
| Number of Cylinders | 6 | | 6 | 6 | 6 | |
| Speed (RPM) | 121 | | 720 | 720 | 720 | |
| Bore (mm) | 500 | | 180 | 180 | 180 | |
| Stroke (mm) | 2,000 | | 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 | 169.4 | | 215 | 215 | 215 | |
| Nox Tier | 1 | | 1 | 1 | 1 | |
| Fuel Oil Consumption at full load (tonnes/day) | 27.4 | | 1.3 | 1.3 | 1.3 | |
| Cylinder Oil Consumption (litres/day) | 145 | | | | | |
| System Oil Consumption (litres/day) | 8 | | 4 | 4 | 4 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Major Overhaul Interval (Hours) | | | 10,000 | 10,000 | 10,000 | |
| Running Hours since last overhaul (Hours) | | | 10,000 | 10,000 | 10,000 | |

| | Vessel Speed (knots) | Consumption (t/day) |
|---|---|---|
| Loaded Eco | 12 | 19.5 |
| Loaded Service | 13 | 23 |
| Ballast Eco | 12 | 17.95 |
| Ballast Service | 13.5 | 22 |

## Main Engine Maintenance

| Component | Condition Based Monitoring? | Overhaul Interval |
|---|---|---|
| Cylinder Heads | | 12,000 |
| Pistons | | 12,000 |
| Bearings | Yes | |
| Cylinder Liners | Yes | 12,000 |

| Main Engine No.1 | Unit Running Hours | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Cylinder Heads | 6,585 | 3,996 | 5,720 | 2,522 | 6,585 | 6,733 | | | | | | |
| Pistons | 6,585 | 3,996 | 5,720 | 2,522 | 6,585 | 6,733 | | | | | | |
| Bearings | 3,699 | 3,699 | 3,699 | 3,699 | 3,699 | 3,699 | | | | | | |
| Cylinder Liners | 51,565 | 51,565 | 51,565 | 51,565 | 51,565 | 51,565 | | | | | | |

## Class Surveys

Were all Class and Statutory certificates valid? ☑ Yes

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

Is the vessel on the Enhanced Survey Program (ESP)? ☒ No

Does the vessel have an In Water Survey Class notation? ☑ Yes

Is the vessel ice classed? ☒ No

| Survey | Date Last Completed | Date Next Due |
|---|---|---|
| Main / Special / Renewal | 24-Dec-21 | 07-Nov-26 |
| Intermediate | | 07-Feb-24 |
| Annual | 19-Oct-22 | 07-Nov-23 |
| Bottom In Water | | 23-Dec-24 |
| Bottom in dry dock | 24-Dec-21 | 07-Nov-26 |

| | |
|---|---|
| *What was the location of the last out-of-water docking?* | *Onex Syros shipyard Greece* |
| 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* | *Marshall Islands, Singapore, Panama* |
| Has the vessel remained with the same Class since build? | ☑ Yes |
| 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* | *Retroactive requirement: Marpol annex VII regulation 14.10 - sampling points shall be fitted not latter than the first renewal survey of IAPP certificate on or after 01 April 2023.* |

| | |
|---|---|
| **The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:** | 900,000 |
| **What was the status of the vessel at the time of inspection?** | Discharging |

# 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?** | NK - ClassNK |
| **Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?** | Yes |
| **Did the UTM report show any diminution of steelwork?** | Minor |

***Please provide further details***

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

## Hull & Structure

## Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

*JRC - JLR 7,800 - two units*

## Engine Room & Firefighting

☑ Incinerator sludge burning system

*Sunflame*

☑ UMS Capabilities (regardless of Class notation)

*vessel operates on UMS mode*

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

*originally fitted alpha lubricators*

# HULL

## Hull Condition

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

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

Was the vessel free of any minor structural damage or indentations? ☑ 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 area |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 2% |

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

| | |
|---|---|
| **What was the condition of the hull markings?** | Well painted and clearly legible |
| **What type of anti-fouling coating was applied?** | Chugoku paints: Sea grandprix 880 HS |
| **What level of marine fouling was seen?** | Minor |

Were fenders installed on the hull? ☒ No

**What were the vessels draughts?**

| | |
|---|---|
| **Fwd: (m)** | 7.4 |
| **Aft: (m)** | 7.8 |

Was the upper sections of the rudder visible? ☒ No

# MOORING DECKS

## Mooring Decks Condition

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

| | |
|---|---|
| **What was the level of coating breakdown and corrosion observed on the decks?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | to deck plating and around foundations of mooring equipment |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 2% |

Type of coating breakdown and corrosion: ☑ Localised ☑ Surface

| | |
|---|---|
| **What was the general condition of the deck fittings?** | Good |

Were fairleads and mooring rollers free to move when tested? ☑ Yes

Were all mooring machinery reported to be fully operational? ☑ Yes

| | |
|---|---|
| **What type of windlass(es) and winches were fitted?** | Hydraulic |

Were the windlass(es) and winches seen to be free of hydraulic oil leaks? ☑ Yes

Was the mooring machinery hydraulic pump unit (HPU) seen to be free from leaks? ☑ Yes

| | |
|---|---|
| **What was the condition of the mooring machinery?** | Good |

| | |
|---|---|
| **What amount of band brake lining was seen to be remaining?** | Substantial |

Were clutching and gearing arrangements sufficiently greased? ☑ Yes

| | |
|---|---|
| **What condition were the visible sections of the anchor chains seen to be in?** | Good |
| **What type of mooring lines did the vessel have?** | Rope |
| **What was the condition of the mooring ropes / wires?** | Good |

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

Was the last brake test seen to be stencilled on the mooring winches? ☒ No *not sighted*

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

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

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

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

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

# WEATHER DECKS AND FITTINGS

## Weather Decks and Fittings Condition

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

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

Type of coating breakdown and corrosion: ☑ Localised ☑ Surface ☑ Spot

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

***Please provide further details***

*localised areas of corrosion noted to pipework fittings and supports*

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?** | Fair |

***Please provide further details***

*scattered areas of corrosion noted to the starboard side accommodation ladder*

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

| | |
|---|---|
| **What was the condition of the provision lifting appliance(s)?** | Good |

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

☒ No

# BALLAST TANKS AND SYSTEMS

## Ballast Tanks and Systems Condition

| | |
|---|---|
| Were ballast tanks entered? | ☑ Yes |
| ***Please provide further details*** | *Tanks Entered: Fore peak, and Number 5 Port and Starboard* |
| Were recent (last 12 months) ballast tank inspection photographs provided? | ☒ No |
| 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 the bulkheads and edges of supports in the fore peak, as well as localised areas of corrosion noted to the bulkhead adjacent to the cargo hold in tank 5 port |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 5% |

| | | |
|---|---|---|
| Type of coating breakdown and corrosion: | ☑ Localised | ☑ Surface |
| | ☑ 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:*** | *15%* |

| | |
|---|---|
| **How much mud/sediment was seen inside the ballast tanks?** | Minimal |
| *Please provide further details* | % |

| | |
|---|---|
| Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling? | ☑ Yes |
| Were ballast tank manhole covers seen to be in good condition? | ☑ Yes |
| Were the remote ballast control systems fully operational (e.g. valves, gauging etc)? | ☑ Yes |
| Were the ballast and/or anti-heeling pumps reported to be fully operational? | ☑ Yes |

| | |
|---|---|
| **What condition were the ballast and/or anti-heeling pumps in?** | Good |

# ACCOMODATION

## Internal Accomodation Condition

| | |
|---|---|
| Were accommodation spaces used for their assigned purposes? | ☑ Yes |
| **What was the condition of the flooring and wall coverings?** | Good |
| **What was the condition of the upholstery and furniture?** | Good |
| **What were the general levels of housekeeping and cleanliness?** | Good |
| **What was the level of hygiene of the sanitary facilities?** | Fair |
| ***Please provide further details*** | *cleanliness could be improved in the common sanitary facilities for the crew* |
| 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? | ☑ Yes | |
| **What was the general condition of galley equipment?** | Good | |
| Were the insides of Galley hoods clean? | ☑ Yes | |
| **What type of cold provisions stores does the vessel have?** | Walk-in stores / Cold rooms | |
| Were provisions stores well organised with no provisions stored directly on the deck? | ☑ Yes | |
| Were provisions stores clean and hygienic? | ☑ Yes | |
| Were provisions stores at the required temperatures? | ☑ Yes | |
| Were provision stores temperatures recorded and records kept nearby? | ☑ Yes | |
| Were provisions machinery, pipework and door seals free of frosting and deterioration? | ☒ No | *accumulation of ice note around pipework in the meat room* |
| 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?** | Fair |

***Please provide further details***

*localised areas of corrosion noted to the air condition room manhole cover located next to the CO2 room entrance*

## Crew Welfare

**What is the average contract length for crew members?**

| | |
|---|---|
| **Officers:** | 7 Months |
| **Crew:** | 9 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?

☑ Cycling Machine
☑ Karaoke
☑ Public Computer
☑ Table Tennis
☑ Entertainment Library - Books, DVDs, Games, etc.

| | |
|---|---|
| **What was the quality of crew recreation facilities?** | Poor |

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

*very minimal recreation equipment available on board. gymnasium room almost no equipment furnished, the room not used for its intended purpose.*

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
☑ Ample storage
☑ Desk

| | |
|---|---|
| **Does the vessel have any onboard training facilities?** | Yes |

Type of onboard training facilities: ☑ Seagull

Is there a crew suggestion policy in place? ☑ Yes

| | |
|---|---|
| **Does the crew have access to a bonded store?** | Yes, well stocked |

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

# BRIDGE AND NAVIGATION EQUIPMENT

## General Condition

| | |
|---|---|
| Was all the bridge equipment reported to be fully operational? | ☑ Yes |
| Was the bridge found to be clean and well maintained with good housekeeping? | ☑ Yes |
| 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* | *41* | |
| 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 | *19-Oct-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** | 31-Oct-24 |
| **SARTs** | 30-Jun-25 |
| **VHF** | 30-Nov-23 |

| | |
|---|---|
| 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* | *18-Oct-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? | ☑ Yes |
| Were bridge wing manoeuvring controls fitted? | ☒ No |
| Were bridge wing engine speed and compass repeaters seen to be in good working condition? | ☑ Yes |

# ENGINE ROOM AND MACHINERY

## General Condition

| | | |
|---|---|---|
| What equipment was seen running? | ☑ Auxiliary Engines<br>☑ Pumps<br>☑ Sewage treatment plant<br>☑ Refrigeration Compressor<br>☑ Purifiers<br>☑ Air compressors<br>☑ Auxiliary Boiler | |
| Was the engine room free of any significant defects, either reported by crew or observed? | ☑ Yes | |
| **What was the general cleanliness of the Engine Room?** | Very Clean | |
| Were bilges and tank tops free of oil and water? | ☑ Yes | |
| Was housekeeping to a good overall standard? | ☑ Yes | |
| Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)? | ☒ No | *not provided for review* |
| Were spares neatly stowed and correctly secured? | ☑ Yes | |
| Were all sounding pipe self-closing devices in good working order and sounding pipes capped? | ☑ Yes | |
| Were recent copies of lube oil analysis reports provided for review? | ☑ Yes | |
| Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports? | ☑ Yes | *'Caution' warning noted from auxiliary engines 1 and 3 due to increased vanadium content, with it also noted that the last test was conducted in April 2,022.* |
| Was the NOx Technical file kept up to date? | ☑ Yes | |
| ***Date of entry:*** | *02-Aug-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?** | Good |

Were Auxiliary Engines performance reports provided for review? ☑ Yes

Were the performance reports satisfactory? ☒ No *reports do not record the engine load during the tests*

Does the vessel have a shaft generator? ☒ No

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

## Auxiliary Machinery

Does the vessel have an Auxiliary Boiler? ☑ Yes

| | |
|---|---|
| **What type of boiler is fitted?** | Steam |

Was the boiler in good working condition? ☑ Yes

| | |
|---|---|
| **What condition did the Boiler appear to be in?** | Good |

Were boiler safety valves in satisfactory condition? ☑ Yes

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

| | |
|---|---|
| Was all engine room pipework free of leakages? | ☑ Yes |
| Was all pipework free of temporary repairs? | ☑ Yes |
| Was all pipework free of corrosion or soft patches? | ☑ Yes |
| **What condition was pipework lagging in?** | Clean |
| Was the steering gear in good working condition? | ☑ Yes |
| Was the steering gear free of leakages? | ☑ Yes |
| Was the emergency steering communication equipment and gyro repeater working as required? | ☑ Yes |
| Were emergency steering instructions posted nearby? | ☑ Yes |
| Was the Engine workshop clean and tidy? | ☑ Yes |

## ECR and Electrical

| | |
|---|---|
| Was the Engine Control Room clean and tidy? | ☑ 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 | 19-Oct-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? | ☑ Yes |
| **What was the condition of the fire main and ancillaries such as pipework hydrants and valves?** | Good |
| Does the vessel have a fire control station? | ☑ Yes |
| Were all portable equipment in place as per the fire plan? | ☑ Yes |
| Were all fire extinguishers in good condition? | ☑ Yes |
| Were the firefighting outfits and associated equipment in good condition? | ☑ Yes |

| | |
|---|---|
| Were the International Shore Connections on board? | ☑ Yes |
| ***Location:*** | *upper deck - fire station* |
| 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:** | 19-Oct-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?** | Stbd |
| **How many life rafts does the vessel have?** | 3 |
| **What was the condition of the life rafts?** | Good |

| | |
|---|---|
| Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged? | ☑ Yes |
| **What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?** | Good |
| **What Date is the next Davit wire due for change?** | 31-Aug-26 |
| 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?** | 15-Sept-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:** | 19-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:** | 13-Oct-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** | 30-Sept-22 |
| **Last drill type** | MOB, recovery of person from water |

# 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*** | *Operational* | |
| Was the 15ppm meter calibrated? | ☑ Yes | |
| ***Date of calibration*** | | *20-Nov-17* |
| 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* | *19-Sept-22* |
| *Category of last entry* | *D* |
| Were previous bunkering checklists correctly filled out? | ☑ Yes |
| *Date of last bunkering* | *06-Oct-22* |
| Were bunker samples correctly stored? | ☑ Yes |
| Does the vessel have a Ballast Water Treatment System (BWTS) fitted? | ☑ Yes |

**Ballast Water Treatment System**

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

| | |
|---|---|
| **What was the condition of the BWTS?** | Good |

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

*Date of last entry* — *18-Oct-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* — *Gulfsea BD stern tube 100*

## Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted? ☑ Yes

Was the Sewage Treatment Plant operational? ☑ Yes

| | |
|---|---|
| **What was the condition of the Sewage Treatment Plant?** | Good |

Does the vessel have a sewage holding tank? ☒ No

## Garbage - Marpol Annex V

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* | *14-Oct-22* |
| *Category of last entry* | *E* |

## 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* | *13-Oct-22* |

## EEXI

| | |
|---|---|
| Does the vessel have an EEDI score assigned at build? | ☑ Yes |
| *What is the EEDI score?* | *6.29* |

| | |
|---|---|
| **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):** | 169.4 |

**Auxiliary Engines**

| | |
|---|---|
| **Specific Fuel Oil Consumption (SFOC) (g/kWhr):** | 215 |

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

| | |
|---|---|
| **What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?** | 07-Nov-26 |

| Year | What were the vessel's CII scores (From the IMO DCS data)? (gramsCO2/ton.Nautical mile) |
|---|---|
| 2021 | 6.55 |
| 2020 | 7.26 |

# 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** | 30-Sept-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** | 18-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** | Task assistant |

Was the PMS a fully integrated type system? (i.e. has integration with the SMS, spares ordering and is accessible by shore side management) ☒ No

Were there any critical overdue PMS work orders? ☒ No

**Port State Control (PSC) inspection history**

| | |
|---|---|
| **No. of Inspections in Past three years:** | 14 |
| **No. of Deficiencies in Past three years:** | 21 |
| **No. of Detentions in Past three years:** | 0 |

Is the vessel flag targeted by Port State Authorities? ☒ No

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

| | |
|---|---|
| **Type of access control** | gangway watch, visitors log, ID check, visitor's badge, escort |

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

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

| | |
|---|---|
| **Tests Carried out by** | Onboard by Master |

Were the Master and crew prepared for the Inspection? ☑ Yes

| | |
|---|---|
| What level of cooperation was provided by the crew and Master? | Good |
| Were documents provided as requested? | Majority of documents provided |
| What was the overall impression of the general management of the vessel? | Well managed |

# VESSEL CAPABILITIES AND CARGO SYSTEMS - GENERAL CARGO

## Vessel Capabilities and Cargo Systems - General Cargo Condition

| Cargo hold | Capacity ($m^3$) | Capacity in holds (TEU) | Steel Coil capacity by: Total weight (mt) | Capacity on deck (TEU) |
|---|---|---|---|---|
| Cargo Hold No.1 | 4,822.8 | | 2,225 | |
| Cargo Hold No.2 | 10,624.4 | | 6,325 | |
| Cargo Hold No.3 | 10,627.6 | | 6,325 | |
| Cargo Hold No.4 | 10,893.4 | | 6,325 | |
| Cargo Hold No.5 | 10,215.1 | | 4,225 | |
| Total | 47,183.3 | 0 | 25,425 | 0 |

| | |
|---|---|
| How many cargo holds does the vessel have? | 5 |

| | |
|---|---|
| Were the cargo holds able to be entered and inspected? | ☑ Yes |
| Which holds were entered | all 5 holds entered as far as practical due to on-going cargo operations |
| 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)? | ☑ Yes |

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

| | |
|---|---|
| **What was the level of cargo hold coating breakdown and corrosion?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | to corrugated bulkheads |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 2% |

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

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

| | |
|---|---|
| **What was the last cargo carried?** | aluminum ingots |
| **What is the next intended cargo to be carried?** | not yet known |

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 |

## Hatch Covers Condition

| | |
|---|---|
| **What type of hatch covers are fitted?** | Hydraulic folding type |

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

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

| | |
|---|---|
| **What level of coating breakdown and corrosion was seen on the hatch covers?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | to top sides and lower side edges with signs of on-going cosmetic maintenance noted |
| **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.?** | Fair |

***Please provide further details***

*areas of corrosion noted to wheels, hinges, hydraulic cylinders as well as a leak noted from the port forward cylinder for hatch number 4*

| | |
|---|---|
| **What was the condition of the hatch cover rubber seals/gaskets and retaining channels?** | Good |
| **What was the condition of hatch cover securing arrangements?** | Good |
| **What was the condition of hatch cover hold-open arrangements?** | Good |
| **What was the condition of the hatch cover landing pads?** | Good |

## Hatch Coamings Condition

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

| | |
|---|---|
| **What was the level of hatch coaming coating breakdown and corrosion?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | in difficult to maintain areas, underside of stiffeners, and on edges of brackets |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 3% |

Type of coating breakdown and corrosion: ☑ Localised ☑ Surface

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

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

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

## Documentation and Additional Features

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

Does the vessel have a Certificate of Authority to carry grain? ☑ Yes

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:** | multiload |

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?** | Fair |
| ***Please provide further details*** | *vessel does not have tween decks and movable bulkheads* |
| **What was the condition of the vessels lashing equipment?** | Fair |
| ***Please provide further details*** | *vessel does not have lashing equipment set on board.* |

Was there an up to date lashing inventory? ☒ No *vessel does not have lashing equipment set on board*

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

## Reefer Containers

Is the vessel equipped to carry Reefer containers? ☒ No

| | **Reefer Capacity** |
|---|---|
| **Total** | 0 |

# CARGO LIFTING APPLIANCES

## Cargo Lifting Appliances Condition

| Crane | Safe Working Load (SWL) (t) | Reach (m) | Date of last wire change |
|---|---|---|---|
| 1 | 30 | 26 | 28-Jan-21 |
| 2 | 30 | 26 | 06-Dec-21 |
| 3 | 30 | 26 | 22-Feb-21 |
| 4 | 30 | 26 | 04-Jan-20 |

| | |
|---|---|
| **How many Cargo Lifting Appliances does the vessel have?** | 4 |
| **What type of cargo lifting appliances are fitted?** | electro-hydraulic (mitsubishi) jib cranes. |

Were the cargo lifting appliances seen in operation? ☒ No

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:** | on jibs, inspection platforms, around slewing bearings, around operator cabins, and to pedestal |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 10% |

| | | |
|---|---|---|
| Type of coating breakdown and corrosion: | ☑ Localised<br>☑ Spot | ☑ Surface |

| | |
|---|---|
| **In what condition were the wires for the cargo lifting appliances?** | Good |
| **In what condition were the cargo lifting appliances motors and hydraulic systems?** | Good |
| **In what condition were the cargo lifting appliances slewing bearings?** | Fair |
| ***Please provide further details*** | *some corrosion around bearings and on bolts (external), more so to crane number 1* |

| | | |
|---|---|---|
| Was slewing bearing wear monitored or rocking tests conducted and recorded? | ☒ No | *no data provided for review* |
| Were all safety features and equipment (e.g. limit switches) fitted on the cargo lifting appliances fully operational? | ☑ Yes | |

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

| | |
|---|---|
| Were cargo lifting appliances regularly examined by appropriately qualified shore side technician? | ☑ Yes |
| Were cargo lifting appliances angle indicators free to move? | ☑ Yes |
| Was the Safe Working Load (SWL) clearly marked on the cargo lifting appliances? | ☑ Yes |

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

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