Report commissioned by:

Example Individual

Organisation:

Example Organisation

CONDITION REPORT

EXAMPLE TANKER

IMO Number: 123456789

INSPECTED AT YOKKAICHI JAPAN

01st OCTOBER 2022

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Report commissioned for:	Example Individual
Organisation:	Example Organisation
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Time & date:	00:00 (UTC) on 01st October 2022

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Yokkaichi, Japan

20 Oct 2022

Status: Discharging

7.5 Hours Aboard

Limited documents provided

The Example Vessel is an example DWT, example Gross Tonnage, Example flagged, Products Tanker vessel built to a good standard by Example Shipyard, in Example Country under Example Class supervision and was delivered on the 01st January 2008. The vessel is now Classed with Example Class.

A Condition Inspection of the vessel was conducted on the 20th October 2022 in Yokkaichi by Idwal under instruction from Example Organisation.

Fair cooperation was provided by the ship's crew with no access granted to the cargo or 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 below the average for vessels of a similar age, type and size with a few notable items found during the inspection. These are reported specifically in the notable items section of this report.

73 IDWAL GRADE

VESSEL PARTICULARS

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

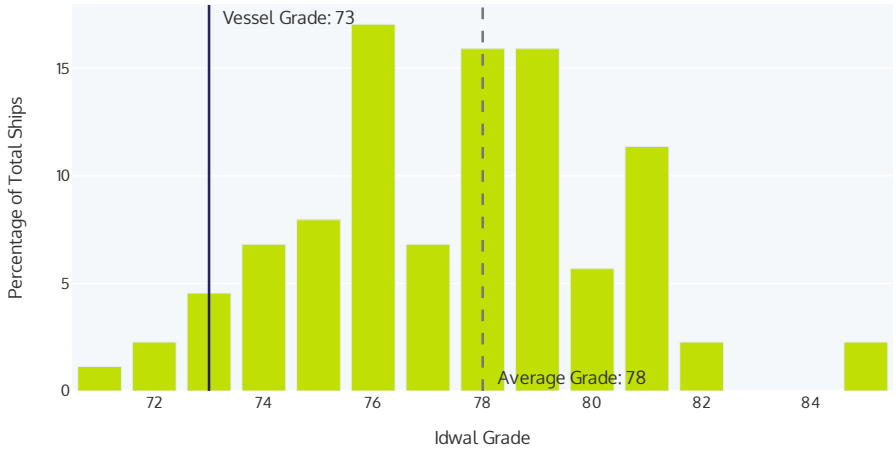
The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 9 deficiencies and 0 detentions in the 7 inspections conducted in the past three years.

The vessel's Attained EEXI was calculated to be between 4.03 and 4.27, which is potentially above the required EEXI of 4.07, and therefore the vessel may 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 LR1 Tanker vessels



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

KEY

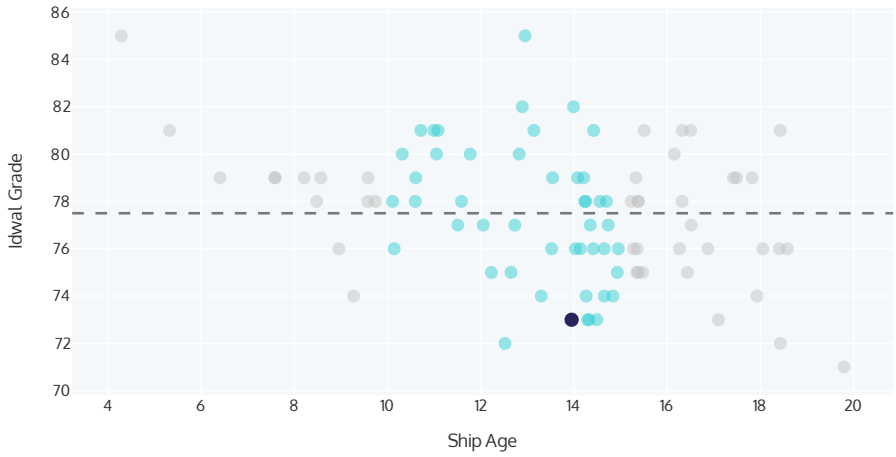
Your Idwal grade

Average Idwal grade

Grade range

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

Your Idwal Grade vs other LR1 Tanker vessels, age 10-15 years



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

KEY

Your Idwal grade

Average Idwal grade

All sector ships

Age comparable ships

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

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

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	The vessel is not equipped with a Ballast Water Treatment System (BWTS)	Under IMO regulations this will not be required until IOPP renewal survey due by the 13th Nov 2023.	**$500000**
✖	An Environmentally Acceptable Lubricant (EAL) is not in use in the C.P.P and therefore the vessel is not VGP compliant in regard to oil-to-water interface control requirements. it was reported that the the sealing components will need to be changed for EAL complaint oil during the next dry-docking.	For information.	**$20000 - $50000**
−	The incinerator was noted to have been de-commisioned as per the relevant Class note.	For information.	**$0**
−	Not all provision stores were at the required temperatures with both the meat and fish room were seen to be higher than required.	Investigate reasons for incorrect tempertaures and rectify when possible.	**<$1000**
−	Main Engine performance reports were seen to have causes for concern with it noted that it had been conducted at a low load, 43.5%.	Ensure all future engine performance tests are conducted at a minimum load of 70% as per good marine practice.	**<$1000**
−	Areas of coating breakdown were noted around the mooring deck plating due to abrasions from mooring wires.	Remedial cosmetic maintenance to be carried out as soon as practical.	**<$1000**
−	Scattered areas of spot corrosion were noted around the main deck girders, though signs of on-going cosmetic maintenance were noted.	Ensure the required cosmetic maintenance to completed as soon as practical.	**<$1000**
−	The gratings for the helicopter winch area were seen to be heavily corroded.	Remedial cosmetic maintenance to be carried out as soon as practical.	**<$1000**
−	Areas of heavy wear were noted to the flooring in the laundry room.	To be renewed as soon as practical.	**<$1000**
−	The auxiliary boiler O2 measurement panel was noted to be faulty.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
−	The Perspex for the lifeboat window was seen to be heavily obscured.	To be further investigated and rectified as soon as practical.	**<$1000**

The magnetic compass fitted to the rescue boat was seen to be unreadable.	To be further investigated and rectified as soon as practical.	**<$1000**
Two electrical connection boxes inside the forecastle store were seen to have damaged covers.	To be further investigated and rectified as soon as practical.	**<$1000**
Coating breakdown and corrosion on the hull was seen to be moderate with scattered corrosion and breakdown note to the anti-foulings along the length of the hull.	A more thorough blasting of the hull may be required at the vessels next docking.	**$20000 - $50000**
The vessel computers are connected to a centralized server with credentials access to the system from each PC, with crew reporting that regular issues occurred with the system.	To be investigated and rectified.	**$1000 - $5000**
The Annual VDR performance test was noted to be overdue by 49 days.	To be further investigated and conducted as soon as practical.	**$1000 - $5000**
Minor structural issues were found on the hull with one minor indent noted on the starboard side in way of frame 40, aft of ballast tank 6.	To be further investigated and any required repairs conducted as soon as practical.	**$1000 - $5000**
As per crew reports the cargo tank heating coils were not operational as pressure test had been conducted since the vessel was taken over from previous management in December 2021.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
The vessel is reportedly fitted with free to access limited use Wi-Fi system.	Positive.	**<$1000**
The vessel is fitted with an airseal on 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 was delivered to the market before the EEDI requirements, and therefore has no EEDI score assigned. Based on information provided by the vessel during the inspection, the Attained EEXI score was calculated to be between 4.03 and 4.27. This Attained EEXI score is potentially above the required EEXI of 4.07, and therefore the vessel may require the installation of technologies to reduce the EEXI score. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

EEXI

Required EEXI

4.07

$gCO_2/t.nm$

Attained EEDI/EEXI

4.03 - 4.27

$gCO_2/t.nm$

Vessel is close to the EEDI/EEXI requirement and may require 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	71	Management	78

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

Design and Construction	80	Hull	60
Mooring Decks	70	Weather Decks and Fittings	70
Ballast Tanks and Systems	60	Accommodation	70
Bridge and Navigation Equipment	70	Engine Room and Machinery	80
Fire Fighting Equipment and Systems	80	Lifesaving Appliances	70
Safe Working Environment	80	Pollution Control	90
Onboard Management	80	Vessel Capabilities and Cargo Systems	60
Forthcoming Regulatory Compliance	70	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 by Example Shipyard with the keel laid in February 2008. The vessel is a Products Tanker, with 14 tanks, driven by a controllable pitch propeller. The Main Engine is a NOx Tier 1, MAN B&W and the vessel has 4 Auxiliary Engines, and no shaft generator. It is subject to the Enhanced Survey Program (ESP) but does not hold a Class notation for in Water Surveys. No UTM report was made available for review. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and internal and external CCTV system and the engine room and machinery are fitted with UMS capabilities.

HULL

60

The hull was seen to be in a fair overall condition, with the hull able to be inspected from all round while alongside. The vessel was found to be free of major structural defects, however, one minor indent was noted on the starboard side in way of frame 40, aft of ballast tank 6. The hull was seen to have moderate scattered spot corrosion, up to approximately 20% of the surface area, mainly located to anti-foulings along the length of the hull. Hull markings were partly obscured with no marine fouling observed. The vessel's last out of water bottom survey was carried out on 27-Jun-18, with the vessel's next out of water bottom survey due by 13-Nov-23.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Coating breakdown and corrosion on the hull was seen to be moderate with scattered corrosion and breakdown note to the anti-foulings along the length of the hull. **Corrective Action:** A more thorough blasting of the hull may be required at the vessels next docking.	$20000 - $50000

Description	Estimated Cost [USD]

Issue: Minor structural issues were found on the hull with one minor indent noted on the starboard side in way of frame 40, aft of ballast tank 6.

Corrective Action: To be further investigated and any required repairs conducted as soon as practical.

$1000 - $5000

MOORING DECKS

70

The Mooring decks were seen to be in a fair to good condition overall, primarily due to the level of coating breakdown noted on the decks. The decks were found to be free of structural defects and had only minor scattered spot corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located to deck plating and around foundations of fittings. Areas of breakdown also noted around the deck plating due to abrasions from mooring wires. 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 gearing seen to be adequately greased as required. 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. It was also noted that two electrical connection boxes inside the forecastle store were seen to have damaged covers. 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Areas of coating breakdown were noted around the mooring deck plating due to abrasions from mooring wires. **Corrective Action:** Remedial cosmetic maintenance to be carried out as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: Two electrical connection boxes inside the forecastle store were seen to have damaged covers. **Corrective Action:** To be further investigated and rectified as soon as practical. 	<$1000

WEATHER DECKS AND FITTINGS

70

The Weather Decks and Fittings were seen to be in fair to good condition overall, primarily due to the levels of corrosion noted around the deck girders. The decks were found to be free of structural defects and had only minor scattered spot corrosion, up to approximately 5% of the main deck plating total surface area, mainly located to edges of deck girders, though signs of on-going cosmetic maintenance were noted. Deck fittings were found to be in a fair condition with the gratings for the helicopter winch area were seen to be heavily corroded however, pipework and fittings were seen to be generally free of leakages and deck mooring machinery was in good condition. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Scattered areas of spot corrosion were noted around the main deck girders, though signs of on-going cosmetic maintenance were noted. **Corrective Action:** Ensure the required cosmetic maintenance to completed as soon as practical.	<$1000

Description	Estimated Cost [USD]

Issue: The gratings for the helicopter winch area were seen to be heavily corroded.

Corrective Action: Remedial cosmetic maintenance to be carried out as soon as practical.

<$1000

BALLAST TANKS AND SYSTEMS

60

Ballast tanks and systems were deemed to be in a fair overall condition. No tanks could be entered due to terminal restrictions and no photographs of previous tank entries were provided for review, though recent inspection reports were made available. In the absence of photographic support the condition of the tanks is based on vessels of a similar age, type, and size. The ballast tanks were reported to be generally free of significant structural defects and had only minor scattered spot corrosion, up to approximately 15% of the ballast tanks total surface area, mainly located to bulkheads and support edges. Ballast tank fittings such as ladders and pipework were reported to be in a fair overall condition with areas of corrosion reported to fittings. Tanks were reported to have a minimal amount of mud/sediment accumulation but were reportedly 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.

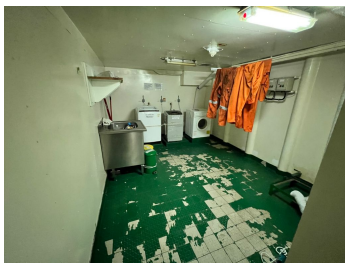
ACCOMMODATION

70

The accommodation areas were seen to be in a fair to good condition overall, primarily due to the high temperatures of the meat and fish cold rooms. Floor and wall coverings were found to be in fair condition with areas of heavy wear noted to the flooring in the laundry room 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 Crew Welfare was found to be in good overall with it noted that the vessel is fitted with a free to access yet limited use Wi-Fi system and crew were reported to have access to a well-stocked bond store. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature and was seen to be in good condition with no defects. The galley equipment was deemed to be in a good overall condition with all equipment reportedly in good working order. The galley was found to be in a very clean condition with the galley hoods also found to be kept clean. The vessel's walk-in cold rooms were found to be clean and hygienic however, temperatures were not at the required levels with both the meat and fish room were seen to be higher than required, with the crew reporting that both were being defrosted. 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 scattered and spot corrosion, up to approximately 2% of the surface area, mainly located around porthole edges. The external superstructure fittings were seen to be in a good overall condition with all external accommodation doors in good working order and properly closing.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Not all provision stores were at the required temperatures with both the meat and fish room were seen to be higher than required. **Corrective Action:** Investigate reasons for incorrect tempertaures and rectify when possible.	<$1000

Description	Estimated Cost [USD]
Issue: Areas of heavy wear were noted to the flooring in the laundry room. **Corrective Action:** To be renewed as soon as practical. 	<$1000

Description	Estimated Cost [USD]
Issue: The vessel is reportedly fitted with free to access limited use Wi-Fi system. **Corrective Action:** Positive.	<$1000

BRIDGE AND NAVIGATION EQUIPMENT

70

The Bridge and navigation equipment were found to be in a fair to good condition overall, primarily due to the overdue VDR annual performance test. Housekeeping was found to be good throughout 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. It was however noted that the Annual VDR performance test was overdue by 49 days. 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The Annual VDR performance test was noted to be overdue by 49 days. **Corrective Action:** To be further investigated and conducted as soon as practical.	$1000 - $5000

ENGINE ROOM AND MACHINERY

80

The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, purifiers, pumps and air compressors were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with pipework lagging seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The NOx Technical file was up to date and last updated on 10-Sept-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 some areas of concern as follows: conducted at a low load, 43.5%. 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 4 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. A review of the latest Auxiliary engine running hours showed no overdue maintenance, though it was noted that engine number 1 was within 100 hours of the stated overhaul period. The vessel's steam boiler was found to be fully operational but in fair condition with the O2 measurement panel noted to be faulty. 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: Main Engine performance reports were seen to have causes for concern with it noted that it had been conducted at a low load, 43.5%. **Corrective Action:** Ensure all future engine performance tests are conducted at a minimum load of 70% as per good marine practice.	<$1000

Description	Estimated Cost [USD]
Issue: The auxiliary boiler O2 measurement panel was noted to be faulty. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

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 Foam and Water Spray fixed firefighting in the engine room, Deck Foam for the cargo areas and Galley CO2 in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. 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.

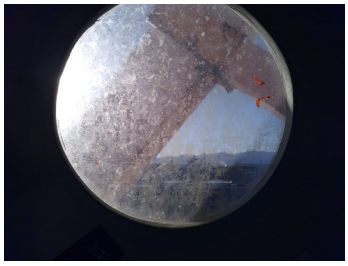
LIFESAVING APPLIANCES

70

Lifesaving appliances were seen to be in a fair to good overall condition, primarily due to obscured lifeboat window and the illegible rescue boat magnetic compass, though all equipment was reported to be regularly serviced and inspected as required. The vessel is fitted with 1 free-fall lifeboat, which was seen to be in good overall condition externally though was in fair condition internally with the perspex for the window was seen to be heavily obscured. The lifeboat engine(s) 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 fair overall condition with the magnetic compass fitted seen to be unreadable. The vessel is equipped with 5 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The Perspex for the lifeboat window was seen to be heavily obscured. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000



Description	Estimated Cost [USD]
Issue: The magnetic compass fitted to the rescue boat was seen to be unreadable. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$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 08-Oct-22, which was a Fire drill.

POLLUTION CONTROL

90

Pollution control was deemed to be good to very 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 and locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker 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-Oct-22. 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 13-Nov-23. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an airseal on the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. However, an Environmentally Acceptable Lubricant (EAL) is not in use in the C.P.P and therefore the vessel is not VGP compliant in regard to oil-to-water interface control requirements. it was reported that the the sealing components will need to be changed for EAL complaint oil during the next dry-docking. 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 17-Oct-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 02-Jul-22. The vessel's incinerator was not fully operational with it noted to have been de-commisioned as per the relevant Class note, but was seen to be in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel is 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 the 13th Nov 2023.	$500000

	Description	Estimated Cost [USD]
	Issue: An Environmentally Acceptable Lubricant (EAL) is not in use in the C.P.P and therefore the vessel is not VGP compliant in regard to oil-to-water interface control requirements. it was reported that the the sealing components will need to be changed for EAL complaint oil during the next dry-docking. **Corrective Action:** For information.	$20000 - $50000

	Description	Estimated Cost [USD]
	Issue: The incinerator was noted to have been de-commisioned as per the relevant Class note. **Corrective Action:** For information.	$0

	Description	Estimated Cost [USD]
	Issue: The vessel is fitted with an airseal on the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. **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 fully integrated with the SMS for ordering of spares and general vessel management. The vessel computers are connected to a centralized server with credentials access to the system from each PC, with crew reporting that regular issues occurred with the system. The Port State Control (PSC) history was found to be good with 9 deficiencies and 0 detentions in the 7 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 though only fair cooperation was provided with limited documents available.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel computers are connected to a centralized server with credentials access to the system from each PC, with crew reporting that regular issues occurred with the system. **Corrective Action:** To be investigated and rectified.	$1000 - $5000

VESSEL CAPABILITIES AND CARGO SYSTEMS

60

Vessel capabilities and cargo systems were deemed to be in a fair overall condition. No tanks could be entered due to operational limitations and no photographs of previous tank entries were provided for review, though previous crew inspection reports were made available. In the absence of photographic support the condition of the tanks is based on vessels of a similar age, type, and size. The vessel is equipped with 14 cargo tanks, and can carry up to 7 segregations of cargo. Cargo tank structural members were reported to be free of damage as were tank fixtures, such as ladders and pipework etc. Cargo tanks were reported to be free of coating breakdown and corrosion. Heating coils are fitted in the slop tanks but were not fully operational with the crew reporting that no pressure test has been conducted since the vessel was taken over from previous management in December 2021. Cargo Heaters are fitted for each main cargo tank on the main deck and as per crew reports the system is not in use and has not been recently been tested for integrity. Hydraulically driven deep well cargo pumps are fitted, which were fully operational and in good condition. The vessel has ejectors for cargo stripping, which were in full working order and in good condition as observed. The tank cleaning system was reportedly in full working order. The hose handling crane was in full working order and in good condition as observed. The Cargo Control Room (CCR) was seen in a good condition with all Emergency Shutdown Devices and monitoring systems in full working order. The Inert Gas (IG) system was in full working order and in good condition as observed. Pressure-Vacuum valves were in a good condition with operating pressures clearly marked. The vessel is fitted with a mast riser, which was seen to be in a good overall condition. The vessel is fitted with a Vapour Emission Control System (VECS), which was seen to be in a good overall condition. Hoses were seen to be in a good condition, pressure tested and certified. Gas monitoring instruments were provided on board and were adequately calibrated as required. A Class-approved loading computer is installed on board. No information was provided on the results of the last SIRE inspection.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: As per crew reports the cargo tank heating coils were not operational as pressure test had been conducted since the vessel was taken over from previous management in December 2021. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

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:	2,362.9 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	158.8 m^3
Total Fresh Water capacity:	670.3 m^3
Total Ballast Capacity Excluding Cargo Hold Ballast Capacity:	31,818 m^3
Total Bilge water capacity:	42.8 m^3
Total sludge and residues capacity:	71.5 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	MAN B&W	MAN B&W	MAN B&W	MAN B&W
Model	MC-C		8L23/30H	8L23/30H	8L23/30H	8L23/30H
Number of Cylinders	6		8	8	8	8
Speed (RPM)	105		720	720	720	720
Bore (mm)	600		225	225	225	225
Stroke (mm)	2,400		300	300	300	300
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	171		208.25	208.25	208.25	208.25
Nox Tier	1		1	1	1	1
Fuel Oil Consumption at full load (tonnes/day)	55.9		3.5	3.5	3.5	3.5
Cylinder Oil Consumption (litres/day)	125		0	0	0	0
System Oil Consumption (litres/day)	40.0		20	20	20	20
Major Overhaul Interval (Hours)			12,000	12,000	12,000	12,000
Running Hours since last overhaul (Hours)			12,000	12,000	12,000	12,000

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	13.5	32.7
Loaded Service	16.5	63.9
Ballast Eco	13.0	32.3
Ballast Service	16.5	58.6

Main Engine Maintenance

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

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

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	14,990	13,575	14,100	790	14,252	1,732						
Pistons	14,990	13,575	14,100	790	14,252	1,732						
Bearings	74,744	74,744	74,744	74,744	74,744	74,744						
Cylinder Liners	74,744	74,744	74,744	74,744	74,744	74,744						

Class Surveys

Were all Class and Statutory certificates valid? ☑ Yes

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

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

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

Is the vessel ice classed? ☑ Yes

Ice class: *IA*

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	27-Jun-18	13-Nov-23
Intermediate	23-Aug-21	
Annual	23-Aug-21	13-Nov-22
Bottom In Water	07-May-21	
Bottom in dry dock	27-Jun-18	13-Nov-23

What was the location of the last out-of-water docking?	*Example docking location*
Is the vessels last dry dock report provided and attached?	☒ No
Provide details of works done in last dry dock	*not provided for review*
Does the vessel intend to dry dock before the next scheduled bottom survey?	☒ No
Has the vessel remained with the same flag since build?	☒ No
Please provide details of previous flags	*Example Flag*
Has the vessel remained with the same Class since build?	☒ No
Please provide details of previous Class societies	*Example Class*
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	*27 Dec 2,021 Owners reported that the Incinerator was not operational due to failure of Exhaust fan and requested for temporarily decommission of the Incinerator. Relevant IAPP and IOPP Supplements removing reference to incinerator were issued at this time. Operation of incinerator to be verified to the satisfaction of attending Bureau Surveyor, prior reinstatement of incinerator. As well as several of an informative 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:	1,400,000
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?	Example Class
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	No, not available

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

Fitted with 2 SAAB R4 Navigation DGPS system

☑ Internal and External CCTV system

Fitted with Four External (Forecastle, Bridge Wing P& S, Poop deck) and 6 in Engine room(Main engine, Aux engine, Hydraulic room, IG Fan, Steering Room, Purifier room) Monitoring Stations - Bridge / CCR / ECR

Engine Room & Firefighting

☑ UMS Capabilities (regardless of Class notation)

Vessel records were verified

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? ☒ No *one minor indent noted on the starboard side in way of frame 40, aft of ballast tank 6*

What was the level of Hull coating breakdown and corrosion?	Moderate
Coating breakdown and corrosion was mainly located in the following areas:	to anti-foulings along the length of the hull
The amount of surface area coating breakdown and corrosion was approximately:	20%

Type of coating breakdown and corrosion: ☑ Scattered ☑ Spot

What was the condition of the hull markings?	Partly obscured
What type of anti-fouling coating was applied?	TBT-free antifouling paint
What level of marine fouling was seen?	None

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	6.3
Aft: (m)	7.9

Was the upper sections of the rudder visible? ☑ Yes

What condition was the rudder in?	Good

MOORING DECKS

Mooring Decks Condition

Were the decks free of any structural damage or deformations?	☑ Yes
What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to deck plating ans around foundations of fittings. Areas of breakdown also noted around the deck plating due to abrasions from mooring wires
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	☑ Scattered ☑ Spot
What was the general condition of the deck fittings?	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?	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?	Wire
What was the condition of the mooring ropes / wires?	Good

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

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

Date of last test	*30-Sept-22*

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

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

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

Were the bitter end release arrangements seen to be clear and unobstructed?	☑ 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 edges of deck girders, though signs of on-going cosmetic maintenance were noted
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scattered ☑ Spot

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

Please provide further details

gratings for the helicopter winch area were seen to be heavily corroded

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

What was the condition of the mooring winches?	Good

Were deck equipment and pipework free of leakages? ☑ Yes

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

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

What was the condition of the provision lifting appliance(s)?	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?	☒ No
Please provide further details	*terminal restrictions*
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 bulkheads and support edges
The amount of surface area coating breakdown and corrosion was approximately:	15%

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

What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?	Fair
Please provide further details	*areas of corrosion reported to fittings*
Were the ballast tanks fitted with sacrificial anodes?	☒ No
Anode depletion:	*%*

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?	Fair
Please provide further details	*areas of heavy wear noted to the flooring in the laundry room*
What was the condition of the upholstery and furniture?	Good
What were the general levels of housekeeping and cleanliness?	Good
What was the level of hygiene of the sanitary facilities?	Good
Was all laundry equipment in good working order?	☑ Yes
Was the Hospital well equipped and ready for use?	☑ Yes
Were the drugs controlled and substances seen to be locked away?	☑ Yes
Was the associated drugs log kept up to date?	☑ Yes
What was the quality of accommodation outfitting?	Average quality of outfitting
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☑ Yes
What was the condition of the AHU?	Good

Galley Condition

What was the level of cleanliness in the Galley?	Very Clean	
Was all galley equipment operational?	☑ Yes	
What was the general condition of galley equipment?	Good	
Were the insides of Galley hoods clean?	☑ Yes	
What type of cold provisions stores does the vessel have?	Walk-in stores / Cold rooms	
Were provisions stores well organised with no provisions stored directly on the deck?	☑ Yes	
Were provisions stores clean and hygienic?	☑ Yes	
Were provisions stores at the required temperatures?	☒ No	*both the meat and fish room were seen to be higher than required, with the crew reporting that both were being defrosted*
Were provision stores temperatures recorded and records kept nearby?	☑ Yes	
Were provisions machinery, pipework and door seals free of frosting and deterioration?	☑ Yes	
Were lock-in alarms or handles in good working condition?	☑ Yes	

External Areas Condition

Was the external Superstructure / Accommodation Block found to be free from damages?	☑ Yes
Were accommodation external doors found to be in good condition and providing an adequate seal?	☑ Yes

What was the level of external accommodation superstructure coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	around porthole edges
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion:

- [x] Scattered
- [x] Spot

What was the general condition of external superstructure fittings?	Good

Crew Welfare

What is the average contract length for crew members?

Officers:	5 Months
Crew:	8 Months

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

- [x] Yes

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Fixed weight machine
- [x] Treadmill
- [x] Cycling Machine
- [x] Table Tennis
- [x] Television
- [x] En-suite facilities for all crew members

What was the quality of crew recreation facilities?	Good

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

☑ Yes

What facilities were provided in crew cabins?

☑ Sofa ☑ Desk ☑ Ample storage

Does the vessel have any onboard training facilities?	No
Please provide further details	*There is no dedicated training facilities provided*

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?	☒ No	*Annual VDR performance test noted to be overdue by 49 days*
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	*20-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-Aug-24
SARTs	01-Aug-24
VHF	27-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 and Electronic
Were the Master's standing orders and night orders found to be signed by all navigating officers?	☑ Yes
Was the bridge log book up to date and correctly filled in?	☑ Yes
Was the GMDSS log book up-to-date and correctly filled in?	☑ Yes
Date of last test	*19-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?	☑ 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 ☑ Pumps ☑ Auxiliary Boiler ☑ Purifiers ☑ Air compressors ☑ Refrigeration Compressor
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes
What was the general cleanliness of the Engine Room?	Clean
Were bilges and tank tops free of oil and water?	☑ Yes
Was housekeeping to a good overall standard?	☑ Yes
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☑ Yes
Were spares neatly stowed and correctly secured?	☑ Yes
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes
Were recent copies of lube oil analysis reports provided for review?	☑ Yes
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☒ No
Was the NOx Technical file kept up to date?	☑ Yes
Date of entry:	*10-Sept-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?	☒ No	*conducted at a low load, 43.5%*
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?	☑ None	

Power Generation

How many Auxiliary Engines does the vessel have?	4	
Were the auxiliary engines in good working condition?	☑ Yes	
What condition did the Auxiliary Engines appear to be in?	Good	

Were Auxiliary Engines performance reports provided for review?	☑ Yes
Were the performance reports satisfactory?	☑ Yes
Does the vessel have a shaft generator?	☒ No
Does the vessel have a shaft motor (Power Take-In)?	☒ No

Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?	☑ Yes
What type of boiler is fitted?	Steam
Was the boiler in good working condition?	☑ Yes
What condition did the Boiler appear to be in?	Fair
Please provide further details	*the O2 measurement panel was noted to be faulty*
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?	☒ No
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	15-Apr-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?	☑ 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:	*Fire station and Midship Store*

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:	15-Apr-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 *perspex for the window was seen to be heavily obscured*

Were Lifeboat Engines able to be tested? ☒ No

Were lifeboat engines in good working order? ☑ Yes

What was the condition of the rescue boat?	Fair

Please provide further details *magnetic compass fitted was seen to be unreadable*

How many life rafts does the vessel have?	5

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?	28-Oct-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?	08-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:	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:	09-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	08-Oct-22
Last drill type	Fire

POLLUTION CONTROL

General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)?	☑ Yes	
Is the vessel free of pollution hazards?	Yes, with no hazards	
Were scuppers plugged in port as required?	☑ Yes	
Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)?	☑ Yes	*The vessel holds a Class approved Inventory of Hazardous Material (IHM)*

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?	☑ Yes	
Was the OWS reportedly operational?	☑ Yes	
What was the condition of the OWS?	Good	
Was the OWS Tested?	☒ No	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration		*15-Apr-22*
Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes	
Means of securing	☑ Sealed ☑ Locked	

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes	
Was the SOPEP locker or box well stocked?	☑ Yes	
What was the condition of the SOPEP equipment?	Good	
Was a list of SOPEP equipment posted and accurate?	☑ Yes	
Was the Oil Record Book (ORB) up to date and correctly filled in?	☑ Yes	
Date of last entry		*19-Oct-22*
Category of last entry	*C*	
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?	☒ No	*The vessel is not equipped with a Ballast Water Treatment System (BWTS)*
Date of International Oil Pollution Prevention (IOPP) certificate expiry		*13-Nov-23*
What regulation is listed on the Ballast Water Management Certificate?	D-1	
Was the Ballast Record Book up to date and correctly filled in?	☑ Yes	
Date of last entry		*19-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 Airseal

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	*17-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?	☑ Yes	
Was the Incinerator operational?	☒ No	*noted to have been de-commisioned as per the relevant Class note*
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	*02-Jul-22*	

EEXI

Does the vessel have an EEDI score assigned at build?	☒ No	
What fuel type does the vessel run on for the majority of the time?	Heavy Fuel Oil (HFO)	
Does the vessel have any energy efficiency technologies installed?	☒ No	
Is the vessel ice classed?	☑ Yes	
Ice class:	*IA*	

Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	171

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	208.25

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	13-Nov-23

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?	☑ Yes
How was the SMS Implemented?	Software / Electronic System
Were the officers familiar with, and allowed easy access to, the SMS?	☑ Yes
Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?	☑ Yes
Is the SMS system regularly reviewed by the Master?	☑ Yes
Date of last review	08-Oct-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	19-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	Example PMS

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

Were there any critical overdue PMS work orders? ☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	7
No. of Deficiencies in Past three years:	9
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	Restricted Areas, ISPS Locks & Seals, ID Check @ Gangway and 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	External Company

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

What level of cooperation was provided by the crew and Master?	Fair
Were documents provided as requested?	Limited documents provided
What was the overall impression of the general management of the vessel?	Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - TANKER

Cargo Tanks

How many Cargo Tanks does the vessel have?	14
How many cargo segregations can the vessel carry?	7

Cargo Tank Capacity (m³)

COT No.1 combined	11,186.1 m^3
COT No.2 combined	14,449.9 m^3
COT No.3 combined	14,482.7 m^3
COT No.4 combined	14,482.7 m^3
COT No.5 combined	14,482.7 m^3
COT No.6 combined	14,291.1 m^3

Cargo Tank Capacity (m³)

COT No.7 combined	m^3
COT No.8 combined	m^3
COT No.9 combined	m^3
COT No.10 combined	m^3
Slop Tank No.1	1,009.9 m^3
Slop Tank No.2	1,286.9 m^3
Total Capacity	85,672 m^3

Were the Cargo tanks able to be entered and inspected?	☒ No	*operational limitations*
Were recent vessel cargo tank inspection photographs provided?	☒ No	
Were inspection reports or other information relating to the cargo tanks' condition provided?	☑ Yes	
Were cargo tank structural members found to be free from damage (e.g. side plating, sumps and framing)?	☑ Yes	

Are the cargo tanks coated?	Fully coated

Were the cargo tank fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?	☑ Yes	*No Cargo tanks were inspected due to discharging in progress. Ships Crew did not provide any past Cargo tank inspection photographs*

What was the level of cargo tank coating breakdown and corrosion?	None

What was the last cargo carried?	Example Cargo
What is the next intended cargo to be carried?	TBA

Are heating coils fitted?	☑ Yes	*in the slop tanks only, with it noted that independent Cargo Heaters are fitted for each main cargo tank on main deck. As per crew reports the system is not in use and has not been recently been tested for integrity*
Were all heating coils reportedly operational?	☒ No	*the crew reported that no pressure test has been conducted since the vessel was taken over from previous management in December 2,021*
Is pipework passing through the tanks seen to be in good condition?	☑ Yes	
Does the vessel have any independent tanks, i.e. tanks located on the deck?	☒ No	

Pumping and Piping Systems

What type of main cargo pumps are fitted?	Hydraulically driven deep well
What is the capacity of each of the deep well pumps?	1,000 m³/hr
What is the manufacturer of the deep well pumps?	Example

Were deep well pump cofferdams regularly purged?	☑ Yes
Were all the pumps fully operational?	☑ Yes

What condition were the pumps in?	Good

Was the pump room accessible?	☒ No

What cargo stripping arrangements is the vessel fitted with?	Ejectors

Were stripping arrangements fully operational?	☑ Yes	

What condition were the stripping arrangements in?	Good

Is pumping system oil condition monitoring carried out?	☑ Yes	*Frequency (months): 6*
Were oil tests results satisfactory?	☑ Yes	

What condition was the cargo pipework in?	Good

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

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

Is the Vessel Fitted with Tank Cleaning Equipment?	☑ Yes
Is the Tank Cleaning system in full working order?	☑ Yes
Is the vessel fitted with a hose handling crane(s)?	☑ Yes
Were the crane(s) seen in operation?	☒ No
Is the crane in full working order?	☑ Yes

What condition was the crane(s) in?	Good

Monitoring and Safety Arrangements

Are tanker level monitoring systems in full working order?	☑ Yes
Does the vessel have a dedicated Cargo Control Room (CCR)?	☑ Yes

Is the CRR in good overall condition?	☑ Yes	
Are all cargo Emergency Shutdown Devices (ESD) in full working order?	☑ Yes	
Is the vessel fitted with an Inert Gas (IG) system?	☑ Yes	*Combustion*
Is the IG system in full working order?	☑ Yes	
What condition was the IG system in?	Good	
What condition were the Pressure-Vacuum (PV) Breakers in?	Good	
Were the operating pressures clearly marked on the PV Breakers?	☑ Yes	
Is the vessel fitted with a Mast Riser?	☑ Yes	
What condition was the Mast Riser in?	Good	
What condition was the Deck seal in?	Good	
Is the vessel fitted with a Vapour Emission Control System (VECS)?	☑ Yes	
Is the VECS in full working order?	☑ Yes	
What condition was the VECS in?	Good	
Is the vapour manifold clearly marked?	☑ Yes	
Are hoses pressure tested and certificated?	☑ Yes	
What condition were the hoses in?	Good	
Are hoses regularly tested for continuity?	☑ Yes	

If appropriate, are fire wires in good condition and properly rigged?	Yes
Is the vessel provided with suitable gas monitoring instruments?	☑ Yes
Are the monitoring instruments calibrated and records available?	☑ Yes
Does the vessel have a loading computer?	Yes, Class approved

Vetting

Is the vessel older than 15 years?	☒ No

IDWAL

CLASS RECORDS
REVIEW

Example Tanker

IMO Number: 123456789

01st October 2022

SCOPE & PURPOSE

A Class records review was conducted at the request of Macquarie Specialised Capital Solutions for the purpose of highlighting any notable facts, defects, or historical events relevant to the Products Tanker Sunny Liger.

Summary

The Example Vessel is an Example DWT Products Tanker with a gross tonnage of Example MT. The vessel was built under Example Class supervision by Example Shipyard. She was delivered on the 01 January 2008. The vessel is Example flagged.

This review of the records shows that there are no Recommendations of Class and 1 Class observation. It was reported in the observation that vessel's incinerator is temporarily out of use. There have been no major incidents reported with this vessel for groundings and no cases of being cancelled or suspended by Class.

The Vessel transferred Class from Example Class 1 to Example Class 2 in June 2018, and the records from the current Class records were provided for review.

A review of the Class records showed a number of historic Recommendations of Class, which are stated as-issued in Appendix V. In September 2019 the vessel CCP propeller was found to be leaking, divers applied steel putty to the leaking O-ring as recommended by the manufacturers. In February 2022 fractures were found in COT 6P and S and the slop tanks, these have subsequently been repaired.

Historic Class Observations are also detailed in Appendix V, and of these, it was noted that in June 2018 numerous tanks were found with pitting above the permitted levels and required areas to be renewed.

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

APPENDIX I – Vessel particulars

Vessel name:	Example Vessel
IMO number:	123456789
Date of delivery:	01 Jan 2008
Port of registry:	Example Port
Flag:	Example Flag
Class:	Example Class
Owners:	Example Owner
Managers:	Example Manager
DWT:	Example DWT
GT:	Example GT
Main engine manufacturer:	Example Engine Manufacturer
Model:	Example Model
Total power:	Example kW
Rated speed:	Example Knots
Auxiliary engines maker:	Example Aux Engine Manufacturer
Previous names:	Example Previous Name
Capacity:	Liquid @ 98% 81,707; Segregated Ballast 31,819; Slops 2,297

APPENDIX II – Survey Status

The vessel is 12 years old. All Class and statutory certificates delegated to Class were found to be in order and current. The next special survey is due in approximately 12 months.

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

Survey	Date last completed	Date next due
Main/ Special / Renewal	27 Jun 2018	13 Nov 2023
Intermediate	Required surveys carried out Previously	
Annual	Required surveys carried out Previously	13 Nov 2023
Bottom in water	N/A	N/A
Bottom in dry dock	07 May 2021	11 Dec 2023

- The annual surveys have a window of ±3 months, and the intermediate survey window begins from the opening of the 2nd annual window to the closing of the 3rd annual window.
- No intermediate survey is required in the first survey cycle.
- The special survey must be completed every five years, by the due date, and can be done from the opening of the 4th annual survey window.
- The vessel must dry dock at least two times in any 5-year period, unless the vessel has an In-water survey Class notation, allowing one of the dockings to be done in-water instead.

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

APPENDIX III - Class notations

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

The vessel has the following Class notations:

Class Notations:

A1, Oil Carrier, ESP, AMS, ACCU
CRC(I), Ice Class IA(13350), NBLES(I), RRDA, TCM, VEC

Meanings:

- A1 - A1 is a classification symbol that, indicates compliance with the Hull requirements of the ABS Rules or their equivalent for unrestricted ocean service.
- Oil Carrier - This notation is assigned to a vessel that is designed and constructed primarily for the transportation of petroleum products (crude oil) in bulk, having flash points at or below 60°C (140°F), closed cup test, and includes vessels of similar types such as combination carriers (Ore/Oil Carriers, etc.).
- ESP - Enhanced Survey Program – This notation is assigned to Oil Carriers, Bulk Carriers, Ore Carriers, Combination Carriers or Chemical Carriers, all in salt-water service, that are in compliance with the specified survey requirements for the ESP notation in the ABS Rules for Survey After Construction (Part 7).
- ACCU - Automatic Centralized Control Unmanned (ACCU) – This notation is assigned to a vessel having the means to control and monitor the propulsion-machinery space from the navigation bridge and from a centralized control and monitoring station installed within or adjacent to, the propulsion machinery space.
- CRC - Crane Register Certificate – This notation signifies that an ABS Register of Lifting Appliances is issued under the provisions of the ABS Guide for Certification of Lifting Appliances.
- Ice Class IA(13350) - The ice strengthening notations Ice Class A5, A4, A3, A2, and A1 are optional notations that indicate that the vessel is suitable for navigating independently in multi-year ice in accordance with the applicable requirements of Section 6-1-1 of the ABS Rules for Building and Classing Steel Vessels. See 6-1-1/Table 1 for guidance in selecting the most suitable ice class for the operational regions and periods, and ice conditions.
- NBLES(I) - Navigational Bridge Layout and Equipment/Systems (NBLES) – This notation is assigned to vessels having bridges found to comply with the requirements in Parts A through C of the ABS Guide for Navigational Bridge Design and Equipment/Systems, as applicable, and which have been constructed and installed under survey by the Bureau.
- RRDA - Rapid Response Damage Assessment – This notation is assigned to vessels which have been classed in compliance with the ABS *Guide for Rapid Response Damage Assessment.*

- **TCM** - Tailshaft Condition Monitoring (TCM) – This notation is assigned to vessels with tailshafts specifically arranged with oil-lubricated stern tube bearings, complying with the requirements of 4-3-2/13 of the ABS Rules for Building and Classing Steel Vessels.

- VEC - Vapor Emission Control – The notation VEC is assigned to indicate that an oil carrier is fitted with a vapor emission control system; and that the system is in accordance with the applicable requirements of 5C-1-7/21 of the ABS *Rules for Building and Classing Marine Vessels* for this notation.

APPENDIX IV – 'Open' Recommendations of Class and Class observations

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

Recommendations

None

Class observations

682.0 Date Issued: 27 Dec 2021
Owners reported that the Incinerator was not operational due to failure of Exhaust fan and requested for temporarily decommission of the Incinerator. Relevant IAPP and IOPP Supplements removing reference to incinerator were issued at this time.
Operation of incinerator to be verified to the satisfaction of attending Bureau Surveyor, prior reinstatement of incinerator.

APPENDIX V – Historic Recommendations of Class and Class observations

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

Recommendations

229 Date Issued: 15 Mar 2018 Date Deleted: 27 Jun 2018

Findings related to malfunctioning freefall lifeboat davit winch and 5 yearly load test and servicing to be rectified/completed by next port and to be verified to the satisfaction of next attending surveyor.

640 Date Issued: 30 Apr 2019 Date Deleted: 10 May 2019

The Emergency Generator automatic start and automatic connection to the Emergency Switchboard was reported inoperative due to malfunction of Engine Controller. However the Emergency Generator was confirmed to be ableof manual starting by both means of starting (on battery and spring loaded) and it could be taken on load by closing Emergency Switchboard circuit breaker manually.

643 Date Issued: 2 May 2019 Date Deleted: 10 May 2019

The Rescue Boat hydraulic accumulator bladder was reported leaking. However vessel crew temporarily repaired the leaking bladder and recharged bladder with nitrogen to operating ressure, 210bar. Slewing operation was tested from inbound position to launching position and was reported working to satisfaction.

653 Date Issued: Date Deleted: 21 Sep 2019

While at Outer anchorage in New York (Ambrose), vessel found few oily bubbles emanating from vessel aft near ropeller area at an interval of 5 to 6 minutes. Vessel carried out investigation and suspected leakage from CPP hub area. As per the attached drawing, vessel suspected that minor oil might be leaking from area of O-ring No.36. At the last Dry dock and SSH-2 at Dubai in June 2018, the similar repair was performed under maker service engineer Mr. Tassos supervision. Six (6)layers of steel putty were applied on the hub over the full circumference to cover the O-ring. This method was recommended by makers as same procedure has been applied on other vessels in similar situation with satisfactory results.

During a subsequent underwater inspection, divers confirmed an oil leak between metal body of the propeller hub and old layers of epoxy putty overlay in Dubai. Oil leak so small that it is practically impossible to determine its intensity.

684 Date Issued: 22 Feb 2022 Date Deleted: 3 Mar 2022

It has been reported by Client that vessel crew during routine cargo tank and slop tank inspection on 22nd February 2022 has discovered minor fractures on corrugated bulkheads between COT no.6 P & S and Slop tanks P & S. Vessel was attended at Rotterdam anchorage for examination and repairs and following has been found. Port side COT no.6 and Slop tank transversal corrugated bulkhead found fractured at top of tripping bracket, installed on lower stool plate at outboard end, due to bracket hard spot termination to corrugation. Fracture has propagated horizontally to outboard

and inboard of bracket with total length of 200 mm to each side. Starboard side COT no.6 and Slop tank transversal corrugated bulkhead found fractured at top of tripping bracket, installed on lower stool plate at outboard end, due to bracket hard spot termination to corrugation. Fracture has propagated horizontally to outboard and inboard of bracket with total length of 80 mm to each side.

Class observations

50 Date Closed 27 Jun 2018
GRP ballast piping found loose and leaking at transverse sections in way of pipe connections in ballast tank no. 6 Port, 6 Starboard and 1 Port.

156 Date Closed 27 Jun 2018
Compartment/Water Ballast Tank No. 1 – S Pitting above acceptable limit was found in way of of bottom plating below bellmouth, dimensions approximately 80mm x 150mm.

157 Date Closed 27 Jun 2018
Compartment/Water Ballast Tank No. 4 – S Pitting above acceptable limit was found in way of bottom plating bellow bellmouth, diemnsions approximately 100mm x 100mm.

158 Date Closed 27 Jun 2018
Compartment/Water Ballast Tank No. 5 – S Pitting above acceptable limits was found in way of bottom plating below bellmouth, dimensions approximately 100mm x 100mm.

159 Date Closed 27 Jun 2018
Compartment/Water Ballast Tank No. 5 – P Pitting above acceptable limits was found in way of bottom plating below bellmouth, dimensions approximately 120mm x 100mm.

160 Date Closed 27 Jun 2018
Compartment/Cargo Tank No. 6-P Pitting above acceptable limit was found in way of bottom plating bellow belmouth, dimensions approximately 100mm X 130mm. Lower part of vertical stiffeners on bottom longitudinal no. 14 on frames 54 and 55 found buckled. Bottom longitudinal no. 14 found distorted in way of frame 54 over a length of approximately 500mm.

161 Date Closed 27 Jun 2018
Compartment/Water Ballast Tank No. 6 – S Pitting above acceptable limit was found in way of bottom plating bellow belmouth, dimensions approximately 100mm x 100mm.

162 Date Closed 27 Jun 2018
Compartment/Bilge Water Holding Tank – S The following areas on the side shell plating found pitted above acceptable limits in way of frame 33, dimension of pitted area approximately 400mm x 400mm in way of frame 32 to 33, dimensions of pitted area approximately 300mm x 250mm