



PRE-SALE  
REPORT

# Example Tanker

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IMO Number: 123456789

INSPECTED AT NEW YORK UNITED STATES  
01<sup>st</sup> OCTOBER 2022



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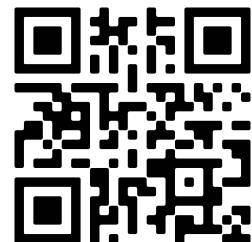
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## ADDITIONAL DOCUMENTS



Vessel documents



Vessel photos



## INSPECTION SUMMARY

New York,  
United  
States01 Oct  
2022Status:  
Standing  
by6.5 Hours  
AboardLimited  
documents  
provided

The Example Vessel is an Example DWT, Example Gross Tonnage, Example flagged, Products Tanker built to a good standard by Example Shipbuilder, in Japan under Example Class supervision and was delivered on the 01st January 2009. The vessel is now Classed with Example Class.

A Pre-Sale Inspection of the vessel was conducted on the 01st October 2022 in New York, USA by Idwal under instruction from Example Organisation.

Good cooperation was provided by the ship's crew however, no access was granted to the cargo tanks or ballast tanks. The vessel was alongside, standing by at the time of inspection.

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

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IDWAL  
GRADE

## VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	Example Vessel 1
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Products Tanker
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipbuilder
Delivery Date	01/01/2009
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. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 2 deficiencies and 0 detentions in the 10 inspections conducted in the past three years.

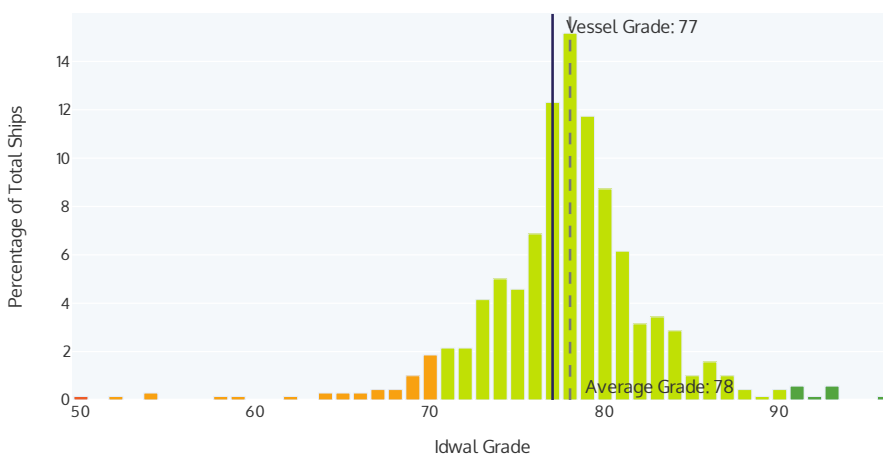
The vessel's Attained EEXI was calculated to be between 6.20 and 6.58, which is above the required EEXI of 5.14, and therefore the vessel will require the installation of technologies to reduce the EEXI score.

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# COMPARE YOUR IDWAL GRADE

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

**Your Idwal Grade vs other MR Tanker vessels**

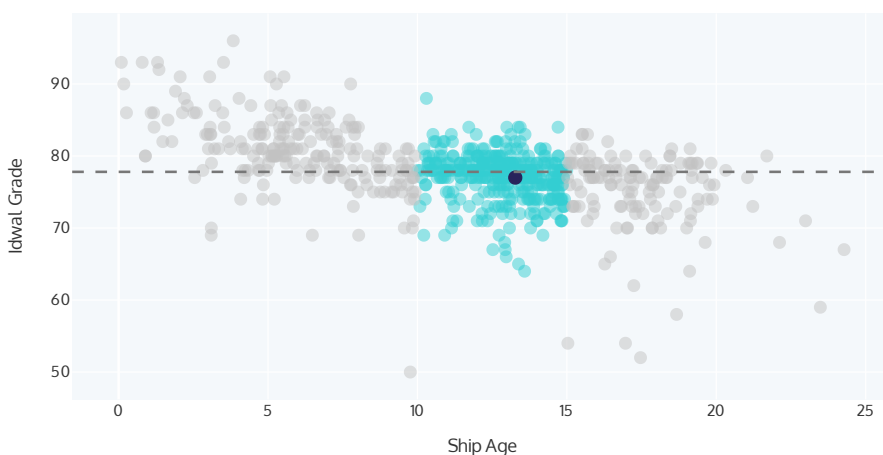


This graph shows the distribution of Idwal Grades against your ship's sector.

## KEY

Your Idwal grade	Average Idwal grade
—	---
Grade range	
> 90	71 - 90
51 - 70	30 - 50

**Your Idwal Grade vs other MR 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]
—	Main Engine units No.3 and No.4 are now overdue a scheduled overhaul to the pistons and cylinder liners.	Spares are reported to have been ordered however, ensure maintenance is conducted at the next available	\$5000 - \$20000
—	Corrosion noted to the Weather deck port and starboard side walkways, deck plating beneath cargo pipework and to weld seams.	Ensure maintenance is continued at the next available opportunity.	\$1000 - \$5000
—	Corrosion noted to ballast tank fittings such as ladders, handrails, pipework and brackets.	Conduct maintenance at the next available opportunity.	\$0
—	The vessel's most recent SIRE and/or HVPQ inspection reports were not provided at the time of review. As a result, the absence of any observations noted during the inspection cannot be accurately confirmed.	For information.	\$0
✓	A USCG approved BWTS is installed	Positive.	\$0
✓	The vessel's stern tube is fitted with an Environmentally Acceptable Lubricant (EAL) so is VGP compliant in this regard for trading to the USA.	Positive.	\$0
✓	The vessel is reportedly fitted with free to access limited use Wi-Fi system	Positive.	\$0

Please note, all costs are estimations only, based on industry averages, and may vary depending on locations and scopes of work. These costs are provided to assist the reader to consider the potential Capex or Opex impact of the related Notable Item and should not be used for budgeting purposes without further internal assessment of their accuracy.

## DECARBONISATION SUMMARY

The vessel was delivered to the market before the EEDI requirements, and therefore has no EEDI score assigned. Based on information provided by the vessel during the inspection, the Attained EEXI score was calculated to be between 6.20 and 6.58. This Attained EEXI score is above the required EEXI of 5.14, and therefore the vessel will require the installation of technologies to reduce the EEXI score. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

### EEXI

Required EEXI

**5.14**

gCO<sub>2</sub>/t.nm

Attained EEDI/EEXI

**6.20 - 6.58**

gCO<sub>2</sub>/t.nm

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

## GRADING DATA



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

### SUB GRADES

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

Condition



Management



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

Bridge and Navigation Equipment



Accommodation



Lifesaving Appliances



Mooring Decks



Engine Room and Machinery



Vessel Capabilities and Cargo Systems



Ballast Tanks and Systems



Weather Decks and Fittings



Hull



Pollution Control



Onboard Management



Safe Working Environment



Forthcoming Regulatory Compliance



Crew Welfare



Crew Performance



Safety Management



Planned Maintenance System (PMS)



Classification and Certification



PSC Performance



Fire Fighting Equipment and Systems



Design and Construction



## 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 shipyard with the keel laid on 01/01/2008. The vessel is a Products Tanker, with 12 tanks, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 1, 2-Stroke MAN B&W and the vessel has 3 Auxiliary Engines, and no shaft generator. It is subject to the Enhanced Survey

Program (ESP) but does not hold a Class notation for in Water Surveys. The UTM report showed only minor steel diminution. Apart from the equipment required by international rules and regulations, the bridge is also fitted with D-GPS and the engine room and machinery are fitted with incinerator sludge burning system, 2-stroke engine adaptive lubrication system and a centralised sea water cooling system.

## HULL

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The hull was seen to be in a good overall condition, with the hull able to be inspected from the port side only. The vessel was found to be free of both major and minor structural defects and had only minor localised, surface and spot corrosion, up to approximately 5% of the surface area, mainly located to the shell plating verticals along the boottop and to the bow

plating. Suspected tug/fender contact markings noted with surface corrosion sighted from overboard discharge ports. Hull markings were well painted and legible with no marine fouling observed. The vessel's last out of water bottom survey was carried out on 23-Sept-19, with the vessel's next out of water bottom survey due by 23-Sept-24.

## MOORING DECKS

70

The Mooring decks were seen to be in a fair to good condition overall, primarily due to corrosion noted to deck plating and to mooring machinery.

The Mooring decks were found to be free of structural defects and had only minor localised, surface and spot corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located to high traffic areas such as deck plating near mooring equipment, to walkways and to weld seams. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Hydraulic windlass and winches were reported to be fully operational and free from hydraulic

leakage as observed. Mooring machinery was in fair condition due to corrosion noted to band brake and gearing covers, to brake handles and clutching arrangements. However, 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 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

60

The Weather Decks and Fittings were seen to be in a fair condition overall, primarily due to instances of previous wastage but, with new coatings applied. Decks were found to be free of structural defects and had only minor localised, surface and spot corrosion, up to approximately 10% of the main deck plating total surface area, mainly located to the port and starboard side walkways, to the deck plating beneath cargo pipework and to weld seams. Extensive coating maintenance is noted to

have been conducted in areas however, additional maintenance is required. Deck fittings were found to be in a good condition with pipework and fittings free of leakages and deck mooring machinery was in good condition however, corrosion noted to access hatches, raised platforms/catwalks. 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:** Corrosion noted to the Weather deck port and starboard side walkways, deck plating beneath cargo pipework and to weld seams.

\$1000 -

**Corrective Action:** Ensure maintenance is continued at the next available opportunity.

\$5000



## BALLAST TANKS AND SYSTEMS

70

Ballast tanks and systems were deemed to be in a fair to good overall condition, primarily due to corrosion noted to tank fittings and tank coatings.

No tanks could be entered as the vessel was standing by with the possibility of returning to anchor. However, photographs of previous tank entries in 16-Aug-22 were provided for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and had only minor localised, surface and spot corrosion, up to approximately

10% of the ballast tanks total surface area, mainly located to longitudinals, web and face plates, bulkheads and to plating near manholes. Ballast tank fittings were seen to be in a fair overall condition due to corrosion noted to pipework, ladders, handrails, pipework and brackets. 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.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** Corrosion noted to ballast tank fittings such as ladders, handrails, pipework and brackets.

**Corrective Action:** Conduct maintenance at the next available opportunity.

\$0

## ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with drugs and controlled substances locked away. The associated drugs log was kept up to date. The accommodation was found to be outfitted to an average quality. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature and was seen to be in good condition with no defects. The galley equipment was deemed to be in a good overall condition with all equipment reportedly in good working

order. The galley was found to be in a clean condition with the galley hoods also found to be kept clean. The vessel's walk-in cold rooms were found to be clean and hygienic with temperatures at the required levels. Provision room components were seen to be generally free of frosting and deterioration. The external superstructure was found to be free of structural defects and was free of coating breakdown and corrosion. The external superstructure fittings were seen to be in a good overall condition with all external accommodation doors in good working order and properly closing. Crew Welfare was found to be in good overall with it noted that the vessel is fitted with a free to access, limited use Wi-Fi system and crew were reported to have access to a well-stocked bond store.

## 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 but did not have a valid shore side service agreement in place due to no valid shore servicing certificate was posted near the GMDSS radio equipment. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Paper and Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

## ENGINE ROOM AND MACHINERY

70

The Engine room and machinery were found to be in a fair to good overall condition, primarily due to the main engine units no.2 and no.3 overdue maintenance. 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 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. However, a section of pipework lagging noted to be defective. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours showed that the Bearings and Cylinder Liners overhaul schedules are subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul

intervals are provided. Additionally, running hours for the Bearings and Cylinder liners were not provided at time of review. Cylinder head and piston overhauls were now overdue on units No.2 and No.3. 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: performance tests noted to have been conducted at low load, 64%. Auxiliary engines running hours were noted to be within dedicated overhaul intervals. 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 not operated in unmanned mode, with a full watch kept at sea 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 units No.3 and No.4 are now overdue a scheduled overhaul to the pistons and cylinder liners.

\$5000 -  
\$20000

**Corrective Action:** Spares are reported to have been ordered however, ensure maintenance is conducted at the next available



## 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, Deck Foam 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 stbd 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 27-Oct-22, which was an Abandon ship drill.

## POLLUTION CONTROL

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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 simulation tested during the inspection and 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 or box was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 01-Nov-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's stern tube is fitted with an Environmentally Acceptable Lubricant (EAL) so is VGP compliant in this regard for trading to the USA. 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 31-Oct-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 31-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 USCG approved BWTS is installed

**Corrective Action:** Positive.

\$0

### Description

### Estimated

Cost  
[USD]

**Issue:** The vessel's stern tube is fitted with an Environmentally Acceptable Lubricant (EAL) so is VGP compliant in this regard for trading to the USA.

\$0

**Corrective Action:** Positive.

## 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 Port State Control (PSC) history was found to be good with 2 deficiencies and 0 detentions in the 10 inspections conducted in the past three years. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation but with limited documents provided. Crew Performance was found to be fair to good overall, primarily due to a minor backlog in maintenance noted in areas.


## VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. The vessel is equipped with 12 cargo tanks, and can carry up to 4 segregations of cargo. No tanks could be entered due to tanks were filled with cargo, however, photographs of previous tank entries in 15-Aug-22 were provided for review. Cargo tank structural members were found to be free of damage as were tank fixtures, such as ladders and pipework etc. Cargo tanks had only minor localised spot corrosion, up to approximately 5% of the surface area, mainly located to bulkheads, tank tops and deckheads. From the crew reports provided, it was noted that Heating Coils are fitted in the tanks and were reportedly fully operational. The vessel has four electrically driven, screw-type, deep well cargo pumps which were fully operational and in good condition. The vessel has one electrical driven screw pumps for cargo stripping with the capacity of 150m<sup>3</sup>/h at 1.23Mpa, which were in full working order and in good condition as observed. Cargo pipework was in a good condition and save alls were free of cargo

residue. The tank cleaning system was reportedly in full working order. The hose handling crane was in full working order and in good condition as observed. 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. The vessel's most recent SIRE and HVPQ inspection reports were not provided at the time of review. As a result, the absence of any observations noted during the inspection cannot be accurately confirmed.

## NOTABLE ITEMS

Description		Estimated Cost [USD]
	<b>Issue:</b> Corrosion noted to the Weather deck port and starboard side walkways, deck plating beneath cargo pipework and to weld seams.	\$1000 -
	<b>Corrective Action:</b> Ensure maintenance is continued at the next available opportunity.	\$5000



## Description

Estimated  
Cost  
[USD]

**Issue:** The vessel's most recent SIRE and/or HVPQ inspection reports were not provided at the time of review. As a result, the absence of any observations noted during the inspection cannot be accurately confirmed.

\$0

**Corrective Action:** For information.

## OPERATIONAL DATA

### Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m <sup>3</sup>
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	2,090.09 m <sup>3</sup>
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	319.4 m <sup>3</sup>

What fuel type does the vessel run on for the majority of the time?	Heavy Fuel Oil (HFO)
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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		Yanmar	Yanmar	Yanmar	
Model	MC-C					
Number of Cylinders	6		6	6	6	
Speed (RPM)	127		900	0,900	900	
Bore (mm)	500		210	210	210	
Stroke (mm)	2,000		290	290	290	
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	175.5		208	208	208	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	23		2.4	2.4	2.4	
Cylinder Oil Consumption (litres/day)	120					
System Oil Consumption (litres/day)	10		10	10	10	
Major Overhaul Interval (Hours)			10,000	10,000	10,000	
Running Hours since last overhaul (Hours)			1,135	7,554	7,365	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	12	21.6
Loaded Service	14	28.8
Ballast Eco	12	20.6
Ballast Service	14	25.4

## 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	5,195	16,002	16,002	14,063	14,063	6,644						
Pistons	843	16,002	16,002	14,063	14,063	6,644						

## Class Surveys

Were all Class and Statutory certificates valid?

☒ Yes

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

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

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

Is the vessel ice classed? ☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	23-Sept-19	30-Jul-24
Intermediate	25-Aug-22	30-Jul-27
Annual	25-Aug-22	30-Oct-23
Bottom in dry dock	23-Sept-19	23-Sept-24

What was the location of the last out-of-water docking? Shanghai, China

Is the vessels last dry dock report provided and attached? ☒ No

Provide details of works done in last dry dock not provided at time of 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 Panama

Has the vessel remained with the same Class since build?

☒ No

*Please provide details of previous Class societies*

*NK - ClassNK*

Does the vessel have any Conditions of Class or Recommendations of Class?

☒ No

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

☒ No

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

800,000

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

Standing by

## DESIGN AND CONSTRUCTION

### Design and Construction Condition

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

☒ Yes

Under what IACS Class society supervision was the vessel built?

Example Class

Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?

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 7,700*

### Engine Room & Firefighting

☒ Incinerator sludge burning system

*Make - Miura*

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

*Alpha Lubricator*

☒ Centralised Sea Water cooling

## HULL

## Hull Condition

What sections of the hull were inspected?

Port side

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 the shell plating verticals along the boottop and to the bow plating. Suspected tug/fender contact markings noted with surface corrosion sighted from overboard discharge ports.

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

5%

Type of coating breakdown and corrosion:

☒ Localised☒ Surface☒ Spot

What was the condition of the hull markings?

Well painted and clearly legible

What type of anti-fouling coating was applied?

TBT Free, Organotin free self polishing Chugoku Marine Paints SEAFLO NEO SLZ / LIGHT BROWN SEAFLO NEO SLZ / BROWN H, SEAGRANDPRIX 950 L / BROWN

What level of marine fouling was seen?

None

Were fenders installed on the hull?

☐ No

What were the vessels draughts?

Fwd: (m)	11.25
Aft: (m)	11.25

Was the upper sections of the rudder visible?

☒ No

## MOORING DECKS

### Moorings 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 high traffic areas such as deck plating near mooring equipment, to walkways and to weld seams.

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

5%

Type of coating breakdown and corrosion:

☒ Localised

☒ Spot

☒ 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?

Fair

*Please provide further details**corrosion noted to band brake and gearing covers, to brake handles and clutching arrangements.*

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?

☒ Yes*Date of last test*

02-Jun-22

What type of snap back warning signs/zones were posted?

Signs at the entrance to the mooring decks

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

☒ Yes

What was the condition of the bosun's store structure?

Structurally sound with no visible damage

What was the condition of the bosun's store coatings?

Minor instances of coating breakdown and corrosion

Was the condition of the bosun's store housekeeping?

Neat and tidy with items secured

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

☒ Yes

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

☒ Yes

## WEATHER DECKS AND FITTINGS

### Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations?

☒ Yes

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

Minor

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

to the port and starboard side walkways, to the deck plating beneath cargo pipework and to weld seams.

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

10%

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.?

Good

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*

*Reason tanks were not entered: Master had restrictions on entering as vessel was not sure whether it will start discharging in the port or will be sent away back to anchorage*

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

☒ Yes

*Date photos were provided:*

16-Aug-22

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 longitudinals, web and face plates, bulkheads and to plating near manholes.

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

10%

Type of coating breakdown and corrosion:

☒ Localised

☒ Surface

☒ Spot

Were ballast tanks coatings certified to PSPC standards?

☒ Yes

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

Fair

*Please provide further details*

*corrosion noted to pipework, ladders, handrails, pipework and brackets.*

Were the ballast tanks fitted with sacrificial anodes?

☒ No

*Anode depletion:*

10%

How much mud/sediment was seen inside the ballast tanks?

Minimal

*Please provide further details*

%

Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?

☒ Yes

Were ballast tank manhole covers seen to be in good condition?

☒ Yes

Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?

☒ 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

## ACCOMMODATION

### Internal Accommodation Condition

Were accommodation spaces used for their assigned purposes? ☒ Yes

What was the condition of the flooring and wall coverings?

Good

What was the condition of the upholstery and furniture?

Good

What were the general levels of housekeeping and cleanliness?

Good

What was the level of hygiene of the sanitary facilities?

Good

Was all laundry equipment in good working order? ☒ Yes

Was the Hospital well equipped and ready for use? ☒ Yes

Were the drugs controlled and substances seen to be locked away? ☒ Yes

Was the associated drugs log kept up to date? ☒ Yes

What was the quality of accommodation outfitting?

Average quality of outfitting

Did the Air Handling Unit (AHU) maintain a comfortable temperature? ☒ Yes

What was the condition of the AHU?

Good

## Galley Condition

What was the level of cleanliness in the Galley?

Clean

Was all galley equipment operational?

☒ Yes

What was the general condition of galley equipment?

Good

Were the insides of Galley hoods clean?

☒ Yes

What type of cold provisions stores does the vessel have?

Walk-in stores / Cold rooms

Were provisions stores well organised with no provisions stored directly on the deck?

☒ Yes

Were provisions stores clean and hygienic?

☒ Yes

Were provisions stores at the required temperatures?

☒ Yes

Were provision stores temperatures recorded and records kept nearby?

☒ No*Provisions stores temperature records were not recorded or kept near the stores.*

Were provisions machinery, pipework and door seals free of frosting and deterioration?

☒ Yes

Were lock-in alarms or handles in good working condition?

☒ Yes

## External Areas Condition

Was the external Superstructure / Accommodation Block found to be free from damages?

☒ Yes

Were accommodation external doors found to be in good condition and providing an adequate seal?

☒ Yes

What was the level of external accommodation superstructure coating breakdown and corrosion?

None

What was the general condition of external superstructure fittings?

Good

## Crew Welfare

What is the average contract length for crew members?

Officers:

4 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?

☒ Yes

What Public Recreation equipment did the crew have access to?

☒ Free Weights

☒ Fixed weight machine

☒ Treadmill

☒ Cycling Machine

☒ Table Tennis

☒ Television

☒ Games console

☒ Entertainment Library - Books, DVDs, Games, etc.

☒ Musical Instruments

☒ Public Computer

What was the quality of crew recreation facilities?

Good

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

☒ Yes

What facilities were provided in crew cabins?

☒ Sofa

☒ Desk

☒ Ample storage

Does the vessel have any onboard training facilities?

Yes

Type of onboard training facilities:

☒ Videotel

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*

43

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

02-Nov-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-Mar-26

SARTs

01-Dec-22

VHF

01-Dec-27

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

☒ No

*No valid shore servicing certificate was posted near the GMDSS radio equipment*

## 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*

28-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

☒ Pumps

☒ Auxiliary Boiler

☒ Purifiers

☒ Sewage treatment plant

☒ 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

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

*performance tests noted to have been conducted at low load, 64%.*

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? ☒ 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

20-Oct-22

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

What was the vessels Fixed fire detection systems?

#### Engine Room

#### Cargo Holds

#### Accommodation

☒ Flame

☒ Flame

☒ Flame

☒ Smoke

☒ Smoke

☒ Smoke

☒ Heat

☒ Heat

☒ Heat

☒ Smoke & Heat  
(Combined)

☒ Smoke & Heat  
(Combined)

☒ Smoke & Heat  
(Combined)

Was the fire detection system reportedly fully operational? ☒ Yes

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

What is the vessels Fixed firefighting systems?

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

Were all fixed fire fighting systems in good working condition?

☒ Yes

Were clear operating instructions posted for the fixed firefighting systems?

☒ Yes

Was the fixed firefighting system release protected against unauthorised operation?

☒ Yes

Was the main fire pump working?

☒ Yes

Was the emergency fire pump working?

☒ Yes

Was a fire pump tested during the inspection?

☒ Yes

Did the fire pump maintain adequate pressure?

☒ Yes

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

☒ Yes

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

Good

Does the vessel have a fire control station?

☒ Yes

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

☒ Yes

Were all fire extinguishers in good condition?

☒ Yes

Were the firefighting outfits and associated equipment in good condition?

☒ Yes

Were the International Shore Connections on board?

☒ Yes

*Location:*

*At the Manifold*

Was the BA equipment fully charged in good condition?

☒ Yes

Was the Emergency Generator tested during the inspection?

☒ Yes

Was the Emergency Generator in working order?

☒ Yes

Were Emergency Generator Starting instructions clearly posted?

☒ Yes

What was the condition of the Emergency Generator?

Good

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

☒ Yes

Was the Quick Closing Valve system in good working order?

☒ Yes

Were fire doors in good condition and effectively closing?

☒ Yes

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

☒ Yes

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

☒ Yes

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

☒ Yes

## LIFESAVING APPLIANCES

### Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☒ Yes

Date of last service:

15-Aug-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?

01-Mar-24

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?

27-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:

02-Nov-22

- Is an effective Risk Assessment (RA) process in place? ☒ Yes
- Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted? ☒ Yes
- Are main and emergency exits clearly identified and unobstructed? ☒ Yes
- Are sufficient portable oxygen and gas detection meters provided and regularly calibrated? ☒ Yes

Date of last calibration:

02-Nov-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

27-Oct-22

Last drill type

Abandon ship

## POLLUTION CONTROL

### General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)? ☒ Yes

Is the vessel free of pollution hazards?

Yes, with no hazards

Were scuppers plugged in port as required? ☒ Yes

Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)? ☒ Yes

*The vessel holds a Class approved Inventory of Hazardous Material (IHM)*

### Oil - Marpol Annex I

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

Was the OWS reportedly operational? ☒ Yes

What was the condition of the OWS?

Good

Was the OWS Tested? ☒ Yes

*Means of testing*

*Simulated*

Was the 15ppm meter calibrated? ☒ Yes

*Date of calibration*

03-Nov-21

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*

01-Nov-22

*Category of last entry*

D

Were previous bunkering checklists correctly filled out?

☒ Yes

*Date of last bunkering*

16-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:

Example Manufacturer

Type:

Other

*Other type:*

UV and Filtration

What regulation is listed on the Ballast Water Management Certificate?

D-2

Type of BWTS approval:

USCG approval

Was the BWTS operational?

☒ Yes

What was the condition of the BWTS?

Good

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

☒ Yes

*Date of last entry*

27-Oct-22

How is the vessel VGP Compliant? \*Environmentally Acceptable Lubricant

☒ Stern Tube EAL

*Type of EAL*

Plantogear 100 S

## 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*

31-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?

☒ 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*

31-Oct-22

## EEXI

Does the vessel have an EEDI score assigned at build?

☒ No

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

Heavy Fuel Oil (HFO)

Does the vessel have any energy efficiency technologies installed?

☒ No

Is the vessel ice classed?

☒ No

#### Main Engine(s)

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

175.5

#### Auxiliary Engines

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

208

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

☒ No

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

30-Jul-24

## ONBOARD MANAGEMENT

### Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?

☒ Yes

How was the SMS Implemented?

Software / Electronic System

Were the officers familiar with, and allowed easy access to, the SMS?

☒ Yes

Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?

☒ Yes

Is the SMS system regularly reviewed by the Master?

☒ Yes

Date of last review

26-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

01-Nov-22

Are hours of maximum permissible work regularly exceeded?

☒ No

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

☒ Yes

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

Example PMS

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:

10

No. of Deficiencies in Past three years:

2

No. of Detentions in Past three years:

0

Is the vessel flag targeted by Port State Authorities?

☒ No

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

☒ Yes

Type of access control

single access, manned gangway.

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

☒ Yes

Are random or specific drug and alcohol testing carried out?

☒ Yes

Tests Carried out by

Onboard by Master

External Company

Were the Master and crew prepared for the Inspection?

☒ Yes

What level of cooperation was provided by the crew and Master?

Good

Were documents provided as requested?

Limited documents provided

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

Well managed

## VESSEL CAPABILITIES AND CARGO SYSTEMS - TANKER

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### Cargo Tanks

How many Cargo Tanks does the vessel have?	12
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How many cargo segregations can the vessel carry?	4
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#### Cargo Tank Capacity (m<sup>3</sup>)

COT No.1 combined	6,616.7 m <sup>3</sup>
COT No.2 combined	8,025.8 m <sup>3</sup>
COT No.3 combined	9,921 m <sup>3</sup>
COT No.4 combined	12,741.3 m <sup>3</sup>
COT No.5 combined	8,416.3 m <sup>3</sup>
COT No.6 combined	7,481.1 m <sup>3</sup>

## Cargo Tank Capacity (m³)

COT No.7 combined	m³
COT No.8 combined	m³
COT No.9 combined	m³
COT No.10 combined	m³
Slop Tank No.1	797.3 m³
Slop Tank No.2	1,028.9 m³
Total Capacity	55,028.4 m³

Were the Cargo tanks able to be entered and inspected?

☒ No

*Tanks were filled with cargo*

Were recent vessel cargo tank inspection photographs provided?

☒ Yes

*15-Aug-22*

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

What was the level of cargo tank coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to bulkheads, tank tops and deckheads.
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:

☒ Localised☒ Spot

What was the last cargo carried?

Example Cargo

What is the next intended cargo to be carried?

Example Cargo

Are heating coils fitted?

☒ Yes*reported to be fitted in each tank.*

Were all heating coils reportedly operational?

☒ Yes

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

☒ Yes

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

☒ No

## Pumping and Piping Systems

What type of main cargo pumps are fitted?

Electrically Driven deep well

What is the capacity of each of the deep well pumps?

800 m<sup>3</sup>/hr

What is the manufacturer of the deep well pumps?

TAIKO KIKAI

Were deep well pump cofferdams regularly purged?

☒ Yes

Were all the pumps fully operational?

☒ Yes

What condition were the pumps in?

Good

What cargo stripping arrangements is the vessel fitted with?

Eductors

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): 2*

Were oil tests results satisfactory?

☒ Yes

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

☒ Yes

What condition was the cargo pipework in?

Good

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

☒ Yes

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

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

Have all observations been fully resolved?

☒ Yes

Is the vessel older than 15 years?

☒ No