Report commissioned by:

Example Individual

Organisation:

Example Organisation

PRE-SALE REPORT

EXAMPLE LNG TANKER

IMO Number: 123456789

INSPECTED AT DUBAI UNITED ARAB EMIRATES
01st OCTOBER 2022

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This report is intended for the sole use of **Example Vessel** and is designed to offer a condition evaluation of the subject vessel, as found on the day of the survey and in the opinion of the surveyor concerned. The report is subject to any access restrictions as described herein, and subject always to the level of cooperation afforded to the surveyor during the inspection itself. All details are given in good faith, and without guarantee.

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Pre-sale report reference:	0/0000
Report commissioned for:	Example Individual
Organisation:	Example Organisation
PDF generated for:	example@example.com
Time & date:	00:00(UTC) on 01st Oct 2022

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example, United Arab Emirates

01 Oct 2022

Status: Standing by

9.5 Hours Aboard

Limited documents provided

The Example Vessel is a Example DWT, Example Gross Tonnage, Example flagged, LNG Carrier vessel built to a good standard by Example Shipbuilder, in South Korea, under Example Class supervision and was delivered on the 1st January 2002. The vessel remains Classed with Example Class.

A Pre-Sale Inspection of the vessel was conducted on the 1st October 2022 in Dubai by Idwal under instruction from Example Organisation.

Good cooperation was provided by the ship's crew with access granted to the cargo tanks and ballast tanks. The vessel was in dry dock for its special survey at the time of inspection.

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

77 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	N/A
IMO Number	123456789
Port of Registry	Example Port
Ship Type	LNG Carrier
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipbuilder
Delivery Date	01/01/2002
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 [ESG grade here] with the Safety Management system found to be well implemented and the vessel generally [Vessel Condition Grading here]. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 2 inspections conducted in the past three years.

Given the good condition of the vessel it is estimated that the OPEX levels are likely to be as per industry norms for vessels of a similar age, type and size.

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
−	Class Renewal survey is in progress and new certificates will be issued on completion of renewal survey.	To note.	$0
−	A USCG approved BWTS was in the process of being installed at the time of inspection.	To note.	$0
−	DSC system on the bridge is not operational and a service technician was attending at the time of inspection.	To note.	$1000 - $5000
−	The main switchboard was seen to have low insulation readings on the 220V system.	Investigate and rectify cause of the low insulation as soon as possible.	$1000 - $5000
−	Fire detection system has a fault alarm and maintenance work was in progress at the time of inspection.	To note.	$1000 - $5000
−	Provisions equipment was seen with excess frosting on pipework.	De-frost and rectify root cause of excess ice build-up	<$1000
✓	The vessel is reportedly fitted with paid to access limited use Wi-Fi system	None	$0
✓	The following additional engine room machinery is installed: dual-fuel engines, high voltage (>1000V) systems, dual air handling unit refrigeration compressors	None	$0
✓	The vessel's stern tube is fitted with an air seal so is VGP compliant in this regard for trading to the USA.	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.

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	76	Management	80

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

Design and Construction	80	Hull	80
Mooring Decks	80	Weather Decks and Fittings	80
Ballast Tanks and Systems	80	Accommodation	70
Bridge and Navigation Equipment	60	Engine Room and Machinery	80
Fire Fighting Equipment and Systems	60	Lifesaving Appliances	70
Safe Working Environment	80	Pollution Control	80
Onboard Management	80	Vessel Capabilities and Cargo Systems	80
Forthcoming Regulatory Compliance	60	Crew Welfare	90
Crew Performance	90	Safety Management	80
Planned Maintenance System (PMS)	80	Classification and Certification	80
PSC Performance	100		

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in South Korea, by Example Shipbuilder with the keel laid on 18/06/2001. The vessel is a LNG Carrier, with undefined tanks, driven by a fixed pitch, direct drive propeller. The vessel has 2 Generator turbines and 2 Auxiliary Engines, and no shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys. The UTM report showed only minor steel diminution. Apart from the equipment required by international rules and regulations, the bridge is also fitted with machinery space control system repeater panel, differential-GPS and internal and external CCTV system and the engine room and machinery are fitted with dual-fuel engines, high voltage systems, incinerator sludge burning system, UMS capabilities, centralised sea water cooling and dual air handling unit refrigeration compressors.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The following additional engine room machinery is installed: dual-fuel engines, high voltage (>1000V) systems, dual air handling unit refrigeration compressors **Corrective Action:** None	$0

HULL

80

The hull was seen to be in a good overall condition, with the hull able to be inspected from all round while alongside. The vessel was found to be free of both major and minor structural defects and was free of significant coating breakdown and corrosion. Areas of renewed platings were noted to the side shell platings. It was also noted that hull surface preparation for new coatings was in progress at the time of inspection. 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 20-Oct-20, with the vessel's next out of water bottom survey due by 28-Aug-22.

MOORING DECKS

80

The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and had only minor spot corrosion, up to approximately 10% of the mooring deck plating total surface area, mainly located to deck platings and welding seams. 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, Anchor chains and mooring ropes were in a good overall condition. Band brake renewals noted to be conducted at the time of inspection. 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 good overall condition with no issues to the structure, coatings or housekeeping observed. 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. It was also noted anchor chains were on the dock floor with sections being renewed at the time of inspection.

WEATHER DECKS AND FITTINGS

80

The Weather Decks and Fittings were seen to be in good condition overall, with the decks found to be free of structural defects and had only minor spot corrosion, up to approximately 5% of the main deck plating total surface area, mainly located deck plating and welding seams of walkways. 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. The accommodation ladders and gangways were in a good overall condition, with no notable defects found however, the port and starboard provision crane luffing cylinders were under going overhauls at the time of inspection.

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. 3P and 3S were entered for inspection and photographs of previous tank entries in 31-Dec-20 were provided for review. It was seen that the ballast tanks were found to be generally free of significant structural defects and had only minor spot corrosion, up to approximately 5% of the ballast tanks total surface area, mainly located to under deck plating, frames and web plating. With staging noted to be installed in the ballast tanks to conduct maintenance during the docking process. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 10%. Tanks were seen to have no mud/sediment accumulation and 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. It was also noted no 1 ballast pump overhauling was in progress at the time of inspection.

ACCOMMODATION

70

The accommodation areas were seen to be in a fair to 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 have isolated defects such as minor frosting paid to. The external superstructure was found to be free of structural defects and had only minor spot corrosion, up to approximately 5% of the surface area, mainly located welding seams. 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: Provisions equipment was seen with excess frosting on pipework. **Corrective Action:** De-frost and rectify root cause of excess ice build-up	<$1000



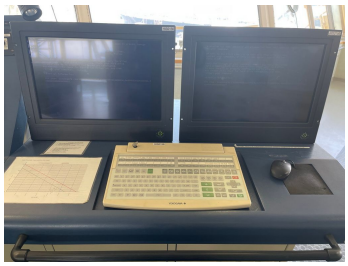
BRIDGE AND NAVIGATION EQUIPMENT

60

The Bridge and navigation equipment were found to be in a fair condition overall due largely to the defective DCS which was being repaired at the time of inspection. The bridge housekeeping was found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. RADAR blind sectors were seen to be posted near the RADARs with the compass deviation card up-to-date and available near to the helm. The compass deviation log was found to be satisfactory, with no major deviations and generally up-to-date. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in 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: DSC system on the bridge is not operational and a service technician was attending at the time of inspection. **Corrective Action:** To note.	$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 fairly clean. During the inspection the 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. 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. The NOx Technical file was up to date and last updated on 18-Aug-20. 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 engine running hours showed that the Cylinder heads, Pistons, Bearings and Cylinder liners running hour data was not provided on board the vessel but has been requested from the vessel manager/owner. Propulsion systems, such as shafts, gearing and bearings including the Bow thruster 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. Auxiliary engines running hour data was not provided on board the vessel but has been requested from the vessel manager/owner. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition barring purifiers and pumps, which were not fully operational and being overhauled at the time of inspection. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order however, insulation readings were seen to be low due to main Switch board 220V system. Scaffolding was noted in the engine room at the time of inspection to assist with the routine 5 yearly maintenance works.

NOTABLE ITEMS

	Description	Estimated Cost [USD]
−	**Issue:** The main switchboard was seen to have low insulation readings on the 220V system. **Corrective Action:** Investigate and rectify cause of the low insulation as soon as possible.	$1000 - $5000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

60

Fire Fighting Equipment and Systems were found to be in a fair condition overall. The fire detection and alarm system was not fully operational due to a fault alarm and maintenance work was in progress at the time of inspection. The vessel is fitted with Foam, CO2 and Water Spray fixed firefighting in the engine room, Water Spray for the cargo areas and Galley CO2 in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational 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 tested as part of the dry docking process. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements. It was also noted fire fighting system maintenance was in progress at the time of inspection.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Fire detection system has a fault alarm and maintenance work was in progress at the time of inspection. **Corrective Action:** To note.	$1000 - $5000

LIFESAVING APPLIANCES

70 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 not tested during the inspection, but was reported to be in good working order. The lifeboats were noted to be removed from the vessel to conduct 5 yearly maintenance and tests The vessel is equipped with 7 life rafts, which were found to be in good condition however, with issues seen to the Hydrostatic Release Units (HRUs) due to life raft cradle maintenance was in progress at the time of inspection. Davits and lowering arrangements were found to be in fair overall condition due to life boat and rescue boat davit maintenance was in progress at the time of inspection however, evidence of regular inspection and maintenance was provided and sighted. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

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-Sept-22, which was an Fire drill drill.

POLLUTION CONTROL

80

Pollution control was deemed to be good overall and generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was 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 23-Sept-22. A US coastguard approved Ballast Water Treatment System (BWTS) was in the process of being installed at the time of inspection 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. 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 25-Sept-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 06-Jul-22. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: A USCG approved BWTS was in the process of being installed at the time of inspection. **Corrective Action:** To note.	$0

Description	Estimated Cost

[USD]

Issue: The vessel's stern tube is fitted with an air seal so is VGP compliant in this regard for trading to the USA.

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 Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 2 inspections conducted in the past three years. The vessel's flag is 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.

VESSEL CAPABILITIES AND CARGO SYSTEMS

80 Vessel capabilities and cargo systems were deemed to be in a good overall condition. The vessel is a fully refrigerated LNG Carrier equipped with 4 sets of moss dome tanks. Cargo tank no 4 was entered for inspection and noted to be in good condition. Cargo tank structural members were found to be free of damage as were tank fixtures, such as ladders and pipework etc. The void spaces surrounding cargo tanks were entered and noted to be in good condition. The compressor room was found to be in good condition. Cargo pipework was in good overall condition with pipes, manifolds and relevant deck equipment were suitably marked. The hose handling cranes were in full working order and in good condition as observed with wires renewed at time of inspection. Tank level, pressure and temperature monitoring systems were in full working order and the Cargo Control Room (CCR) was in a good overall condition. Cargo Emergency Shutdown Devices (ESDs) were in full working order as observed. The Maximum Allowable Relief Valves (MARVs) were in good condition and operating pressures were clearly marked. The vessel is fitted with a vent mast, which was seen to be in a good overall condition. Gas monitoring instruments are provided on board which were calibrated, with records of calibration provided. Fixed gas monitoring equipment was in full working order. The Vaporiser, Nitrogen Plant, Cargo pipework insulation, spray pumps and Compressor were all found to be in good condition with no operational defects reported or seen.

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:	4,867.2 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	331.1 m^3
Total Fresh Water capacity:	1,041.4 m^3
Total Ballast Capacity Excluding Cargo Hold Ballast Capacity:	59,473 m^3
Total Bilge water capacity:	150.3 m^3
Total sludge and residues capacity:	62.82 m^3

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

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	MHI		MAN B&W	MAN B&W	Shinko	Shinko
Model	MS 36-2		8L28/32	8L28/32		
Mark/Series/Revision	Steam Turbine		BA0,976-1	BA0,976-1	Steam Turbine	Steam Turbine
Number of Cylinders			8	8		
Speed (RPM)			720	720		
Bore (mm)			280	280		
Stroke (mm)			320	320		
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			154.048	154.048		
Fuel Oil Consumption at full load (tonnes/day)	155.20		6	6		
Major Overhaul Interval (Hours)			24,000	24,000		
Running Hours since last overhaul (Hours)			24,000	24,000		

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	13	91
Loaded Service	17	139.10
Ballast Eco	13	80.3
Ballast Service	17	125.2

Main Engine Maintenance

Class Surveys

Were all Class and Statutory certificates valid? ☒ No

Please provide further details

Class Renewal survey is in progress and new certificates will be issued on completion of renewal survey.

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

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

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

Is the vessel ice classed? ☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	29-Aug-17	28-Aug-22
Intermediate	01-Nov-20	
Annual	27-Oct-21	28-Aug-22
Bottom In Water	01-Nov-20	
Bottom in dry dock	20-Oct-20	28-Aug-22

What was the location of the last out-of-water docking?	*UAE Dry Dock*
Is the vessels last dry dock report provided and attached?	☒ No
Provide details of works done in last dry dock	*Docking is in progress*
Does the vessel intend to dry dock before the next scheduled bottom survey?	☒ No
Has the vessel remained with the same flag since build?	☑ Yes
Has the vessel remained with the same Class since build?	☑ Yes
Does the vessel have any Conditions of Class or Recommendations of Class?	☒ No
Does the vessel have any Class Memos, Observations or Additional Requirements?	☒ No
The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:	1,000,000

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?

☑ Machinery Space Control System repeater panel

Two DCS repeater panels are provided on bridge.

☑ Differential-GPS

☑ Internal and External CCTV system

External CCTV system is provided.

Engine Room & Firefighting

What features were seen in the engine room?

☑ Dual-fuel engines

Main propulsion is steam turbine, boiler can run on HFO and LNG boil off gas.

- [x] High Voltage (>1,000V) Systems

Turbo alternators are 3,000 V

- [x] Incinerator sludge burning system

Incinerator is provided with sludge burning system.

- [x] UMS Capabilities (regardless of Class notation)

Vessel has UMS notation and operated in UMS mode occasionally.

- [x] Centralised Sea Water cooling

Two LT coolers are provided.

- [x] Dual Air Handling Unit Refrigeration compressors

Four air handing units are provided with 4 sets of AC compressors

HULL

Hull Condition

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

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

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

What was the level of Hull coating breakdown and corrosion?	None
What was the condition of the hull markings?	Well painted and clearly legible
What type of anti-fouling coating was applied?	Chugoku Grandprix 880 HS
What level of marine fouling was seen?	None

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	0
Aft: (m)	0

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:	deck plating and welding seams
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion: ☑ 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? ☒ No *Winch brake test with be done during this docking repair.*

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?	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:	deck plating and welding seams of walkways
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	☑ 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)?	Fair
Please provide further details	*Port and starboard provision crane luffing cylinder overhauling was in progress at the time of inspection.*

Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.	☒ No

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☑ Yes
Please provide further details	*Tanks Entered: 3P and 3S*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*31-Dec-20*
Were inspection reports or reports of the tanks condition provided?	☒ No
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:	Under deck plating, frames and web plating.
The amount of surface area coating breakdown and corrosion was approximately:	5%

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

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

Were the ballast tanks fitted with sacrificial anodes?	☑ Yes
Anode depletion:	*10%*

How much mud/sediment was seen inside the ballast tanks?	None
Please provide further details	%

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

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

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes
What was the condition of the flooring and wall coverings?	Good
What was the condition of the upholstery and furniture?	Good
What were the general levels of housekeeping and cleanliness?	Good
What was the level of hygiene of the sanitary facilities?	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?	☑ Yes
Were provisions machinery, pipework and door seals free of frosting and deterioration?	☒ No *minor frosting paid to*
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:	welding seams
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Spot

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:	6 Months

Was Wi-Fi provided on-board?	Yes. Paid, Limited

What is the approximate average internet speed?	Average (Able to access social media apps and websites with ease)

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

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Fixed weight machine
- [x] Treadmill
- [x] Cycling Machine
- [x] Rowing Machine
- [x] Table Tennis
- [x] Swimming Pool
- [x] Television
- [x] Games console
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] Musical Instruments
- [x] Public Computer
- [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.)?

- [x] Yes

What facilities were provided in crew cabins?

- [x] Fridge
- [x] Carpets
- [x] Double bed
- [x] Sofa
- [x] Desk
- [x] Ample storage

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities:

- [x] Seagull

Is there a crew suggestion policy in place?

- [x] 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	*42*	
Was the Echo Sounder fully operational?	☑ Yes	
Were the RADARs fully operational?	☑ Yes	
Were the "blind sectors" posted near to the RADARs?	☑ Yes	
Does the vessel receive up to date weather information?	☑ Yes	*23-Oct-22*

What type of weather updating service does the vessel use?	Weather fax

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

Communication Condition

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

	Battery expiry dates
EPIRBS	26-May-23
SARTs	18-Oct-24
VHF	12-Apr-23

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

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes
Were passage plans signed by all navigating officers?	☑ Yes
What format were nautical publications provided in?	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	*23-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?	☑ 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?	Fairly 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?	☒ No	*LO analysis report was not provided during inspection.*
Was the NOx Technical file kept up to date?	☑ Yes	
Date of entry:		*18-Aug-20*
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?	☒ No	*NA*
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?	☑ Bow Thruster	
Was the thruster(s) in good working condition?	☑ Yes	
What condition did the thruster(s) appear to be in?	Good	

Power Generation

How many Auxiliary Engines does the vessel have?	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?	☒ No	*Auxiliary Engine performance report was not provided during inspection.*
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	No	Good
Pumps	No	Good
Coolers	Yes	Good
Air Compressors	Yes	Good
Fresh Water Generator	Yes	Good
Filters	Yes	Good
Fans	Yes	Good
Refrigeration Systems	Yes	Good

Why was 'No', 'Fair' or 'Poor' selected above?	*No 1 ballast pump overhauling was in progress at the time of inspection. No 1 LO purifier overhauling was in progress at the time of inspection.*

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

Was the Engine workshop clean and tidy?	☑ Yes	

ECR and Electrical

Was the Engine Control Room clean and tidy?	☑ Yes	
Was the Engine Control and Alarm system free of any serious alarms?	☑ Yes	
Does the vessel have an Unmanned Machinery Space (UMS) notation?	☑ Yes	
Does the machinery space operate in UMS mode?	☑ Yes	
Were all Electrical distribution systems in good working condition?	☑ Yes	
Were Main Switchboard Insulation readings adequate?	☒ No	*Main Switch board 220V distribution has low insulation 0.45 M□©.*
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	25-Oct-21

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? ☒ No

Fire detection system has fault alarm and maintenance work was in progress at the time of inspection.

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:	*Upper deck*

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

Were Lifeboat Engines able to be tested? ☒ No

Were lifeboat engines in good working order? ☑ Yes

What type of rescue boat was fitted?	Dedicated Rescue Boat
What was the condition of the rescue boat?	Good
How many life rafts does the vessel have?	7
What was the condition of the life rafts?	Good

Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged?	☒ No	*life raft cradle maintenance was in progress at the time of inspection.*
What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?	Fair	
Please provide further details	*Life boat and rescue boat davit maintenance was in progress at the time of inspection.*	
What Date is the next Davit wire due for change?	24-Oct-27	
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?	03-Sept-22	
Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	☑ Yes	
Were Man Overboard Buoy (MOB) smoke and light signals in date?	☑ Yes	
Were the embarkation ladders in a good, well maintained condition?	☑ Yes	
Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates?	☑ Yes	

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

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

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		*13-Jul-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	*23-Sept-22*
Category of last entry	*D*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*06-Sept-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:	Electrolysis

What regulation is listed on the Ballast Water Management Certificate?	D-1
Type of BWTS approval:	USCG approval

Was the BWTS operational? ☒ No *BWTP retrofitting was in progress at the time of inspection.*

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 *19-Sept-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? ☑ Yes

What was the condition of the Sewage Holding Tank?	Good

Garbage - Marpol Annex V

Does the vessel have a garbage management plan?	☑ Yes
How was the condition of Garbage segregation?	Good
Were Garbage containers of approved, non-combustible type?	☑ Yes
Was the Garbage Record Book (GRB) up to date and correctly filled in?	☑ Yes
Date of last entry	*25-Sept-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	*06-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?	LNG
Does the vessel have any energy efficiency technologies installed?	☒ No
Is the vessel ice classed?	☒ No

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	154.048
Does the vessel have a shaft motor (Power Take-In)?	☒ No
What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	28-Aug-22

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	31-Aug-22
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☑ Yes
Are regular safety committee and management meetings carried out on board?	☑ Yes
Does the vessel have a valid MLC certificate?	☑ Yes
Were Hours of Rest (ILO) records correct and up to date?	☑ Yes
Last updated	23-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	PROP IDF Engineering

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

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

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

Type of access control	watchman at 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 - GAS CARRIER

Cargo Tanks

How many Cargo Tanks does the vessel have?	4
How many cargo segregations can the vessel carry?	1
Type of Gas Carrier	LNG
Type of Containment	Fully Refrigerated

Cargo Tank Capacities	(m³)
CT No.1 combined	34,298.5
CT No.2 combined	34,284.5
CT No.3 combined	34,287.9
CT No.4 combined	34,229

Cargo Tank Capacities	(m³)
Total Capacity	137,099.9

Were the Cargo tanks able to be entered and inspected? ☑ Yes

Which tanks were entered?	*No 4*
Were recent vessel cargo tank inspection photographs provided?	☒ No
Were cargo tank structural members found to be free from damage?	☑ Yes
Were the cargo tank fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?	☑ Yes
Does the vessel have void spaces surrounding the cargo tanks?	☑ Yes
Were the void spaces and cofferdams surrounding the cargo tanks able to be entered for inspection?	☑ Yes
Were void spaces and cofferdams found to be free of structural damage?	☑ Yes
What was the level of coating breakdown and corrosion observed in the void spaces?	None
Were the void spaces and cofferdams adjacent to cargo tanks free of any cold spots with no damage/deterioration to insulation.	☑ Yes
Does the vessel have any independent tanks, i.e. tanks located the deck?	☒ No
What was the last cargo carried?	LNG
What is the next intended cargo to be carried?	LNG

Pumping and Piping Systems

What type of main cargo pumps are fitted?	Electrically Driven deep well

	m³/hr
What is the capacity of the deep well pumps?	2,500
What is the manufacturer of the deep well pumps?	Ebara
Were all the pumps fully operational?	☑ Yes
What condition were the pumps in?	Good
Is the vessel fitted with a compressor room?	☑ Yes
What was the condition of the compressor room?	Good
Were the airlocks on the compressor room in good working order?	☑ Yes
Were compressor room airlock audible and visual alarms in full working order?	☑ Yes
Do the compressor room fans maintain a positive pressure in the Compressor Room?	☑ Yes
Is the vessel fitted with a motor room?	☑ Yes
What was the condition of the motor room?	Good
Were the airlocks on the motor room in good working order?	☑ Yes
Were motor room airlock audible and visual alarms in full working order?	☑ Yes
Do the motor room fans maintain a positive pressure in the Motor Room?	☑ Yes
What condition was the cargo pipework in?	Good
Are deck cargo piping, manifolds and relevant deck equipment suitably marked?	☑ Yes

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

Is the vessel fitted with a hose handling crane(s)? ☑ Yes

Is the crane in full working order? ☑ Yes

What condition was the crane(s) in?	Good

Monitoring and Safety Arrangements

Are tank level, pressure and temperature monitoring systems in full working order? ☑ Yes

Is the Cargo Control Room (CCR) in good overall condition? ☑ Yes

Are all cargo Emergency Shutdown Devices (ESD) in full working order? ☑ Yes

What condition were the Maximum Allowable Relief Valves (MARVs) in?	Good
Were the operating pressures clearly marked on the MARVs?	Yes

Is the vessel fitted with Vent Masts? ☑ Yes

What condition was the Vent Masts in?	Good

Are Vent Masts fitted with a Fixed Fire Fighting system? ☑ Yes

What condition was the Vent Masts Fixed Fire Fighting Extinguishing system in?	Good
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	*No evidence of calibration of Gas monitoring Instruments was provided.*
Does the vessel have a loading computer?	Yes, Class approved	
Is all Fixed Gas monitoring equipment in full working order?	☑ Yes	
Are Float Level Gauges fitted?	☑ Yes	
What condition was the Float Level Gauges in?	Good	

Vetting

What was the date of the last SIRE inspection?	20-Jul-22	
How many observations were raised in the last SIRE inspection?	4	
Have all observations been fully resolved?	☑ Yes	
Is the vessel older than 15 years?	☑ Yes	
Is the vessel enrolled in a Condition Assessment Program (CAP)?	☒ No	*NA*

Equipment (LNG)	Fully operational?	Condition
Boil-off/Warm up heaters	Yes	Good
LNG Vaporiser	Yes	Good
Forcing Vaporiser	Yes	Good
Nitrogen Generator	Yes	Good
Nitrogen Tank	Yes	Good
Inert Gas / Dry Air generator	Yes	Good
Glycol Water Heater	Yes	Good
High Duty (HD) Compressors	Yes	Good
Low Duty (LD) Compressors	Yes	Good
Stripping/Spray Pumps	Yes	Good
Gas Combustion Unit (GCU)	NA	
Cargo Pipework insulation	Yes	Good
Reliquification plant	NA	Off
Cofferdam Heating System	NA	