Report commissioned by:

Example Individual

Organisation:

Example Organisation

CONDITION REPORT

EXAMPLE LPG CARRIER

IMO Number: 123456789

INSPECTED AT NIGERIA

1st OCTOBER 2022

REPORT TERMS OF USE

This report is intended for the sole use of **Example Individual** 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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Report commissioned for:	Example Individual
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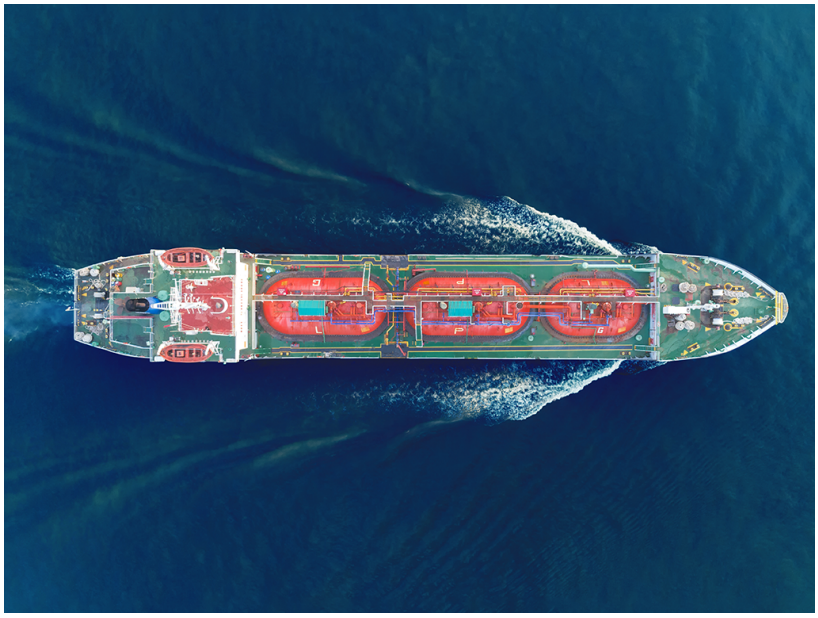
ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY



Okrika, Nigeria

01 Oct 2022

Status: Discharging

10.5 Hours Aboard

Majority of documents provided

The Example Vessel is an example DWT, example Gross Tonnage, Example flagged, LPG Carrier vessel built to a Good standard by Example Shipyard, in South Korea under Example Class supervision and was delivered on the 1st January 2009. The vessel remains Classed with Example Class.

A Condition Inspection of the vessel was conducted on the 1st January 2022 in Nigeria by Idwal under instruction from Example Organisation.

Good cooperation was provided by the ship's crew however, no access was possible to Cargo tanks due to operational constraints and only one ballast tank was available for inspection. The vessel was alongside, discharging at the time of inspection.

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

79 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example
Previous Name	N/A
IMO Number	123456789
Port of Registry	Example Port
Ship Type	LPG Carrier
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 and the vessel generally presented in a Good overall condition. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good to very good with 1 deficiencies and 0 detentions in the 7 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.

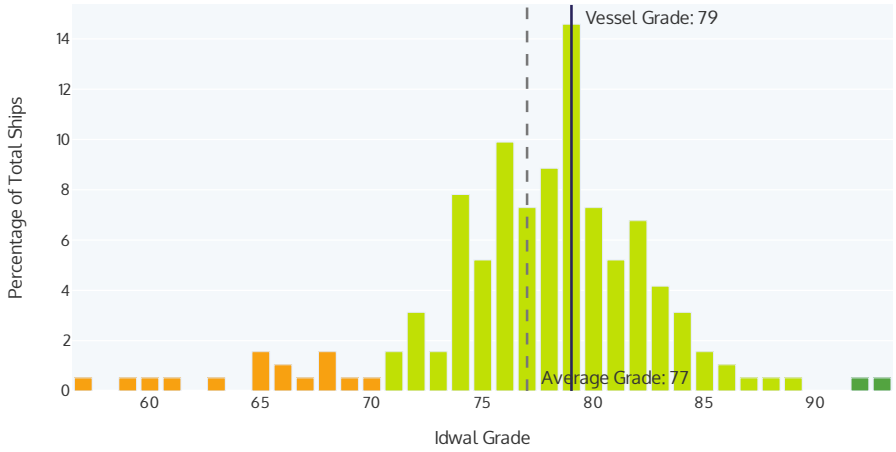
The vessel's Attained EEXI was calculated to be between 8.44 and 8.96, which is above the required EEXI of 7.53, and therefore the vessel will require the installation of technologies to reduce the EEXI score.

The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 12.1, which places the vessel in Band C for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band C by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan in 2023.

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 LPG Tanker vessels



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

KEY

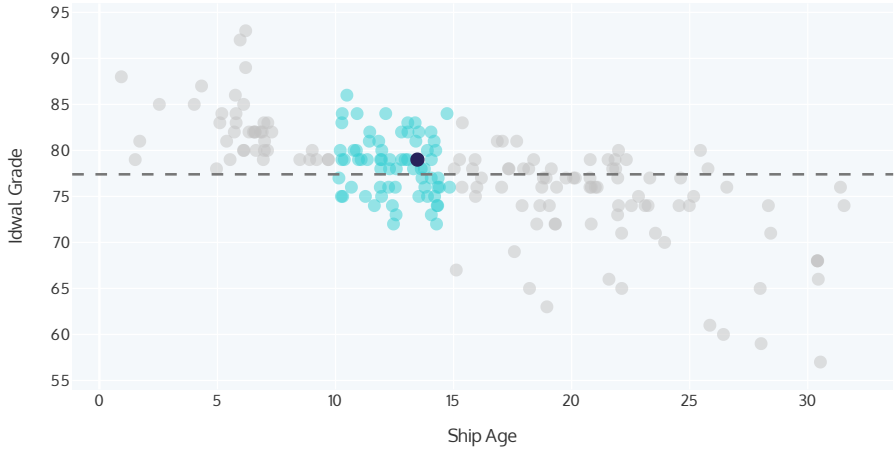
Your Idwal grade

Average Idwal grade

Grade range

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

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



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

KEY

Your Idwal grade

Average Idwal grade

All sector ships

Age comparable ships

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

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

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	The vessel is not equipped with a Ballast Water Treatment System (BWTS)	Under IMO regulations this will not be required until IOPP renewal survey due by 28-Apr-24.	**$50000+**
−	An unsafe practice was seen during the inspection with loose mooring ropes observed at the entrance to the foc'sle store.	Review Safety Management System and improve training to prevent any unsafe practices.	**$0**
−	ORB was seen to be not correctly filled in with an incomplete ORB page observed signed my Master. This was corrected during the inspection.	Ensure ORB is kept up to date and filled in correctly.	**$0**
−	Last inventory check of SOPEP equipment was on 15.07.2022.	Ensure monthly checks are carried out.	**$0**
−	As per MFAG the vessel must have at least one oxygen cylinder of 40L/200 bar (at ship's hospital, assembled for direct use) but only portable cylinders were sighted in the hospital.	To be investigated and correct equipment supplied if required.	**$1000 - $5000**
−	One toilet in the accommodation was seen to have a cracked mounting and staining around the base.	To be repaired or renewed when possible.	**<$1000**
−	No. 2 L.O. purifier starter power fail alarm fixed on the panel since 28.07.2022. according to the alarm system, No. 2 L.O. purifier has been off since July.	To be investigated and rectified as required.	**$1000 - $5000**
−	Oily water was observed in the aft bilge well during the inspection	Pump and clean bilges and rectify causes of oil or water.	**<$1000**
−	The latest SIRE inspection reported that there were two yellow warnings indicated in the Lub Oil Analysis dated 11-Aug-22 but the provided Lub oil analysis dated 11-Aug-22 showed no warnings.	To be investigated and samples sent for items with reported warnings as per the latest SIRE inspection.	**<$1000**
−	One portable UHF radio was seen to be missing the antenna, potentially reducing it's range.	Ensure radio equipment is correctly maintained.	**<$1000**
−	Developing corrosion was observed on multiple warping drums.	Areas of corrosion should be addressed.	**<$1000**

⊖	The emergency switchboard was seen to be without appropriate electrical insulation mats.	Appropriate insulation matting to be provided.	**$1000 - $5000**
✓	The vessel has completed an out of water bottom survey within 12 months from the date of inspection.	Positive.	**$0**
✓	The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system.	Positive.	**$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.

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 8.44 and 8.96. This Attained EEXI score is above the required EEXI of 7.53, and therefore the vessel will require the installation of technologies to reduce the EEXI score. The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 12.1, which places the vessel in Band C for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band C by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan in 2023. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

EEXI

Required EEXI

7.53

$gCO_2/t.nm$

Attained EEDI/EEXI

8.44 - 8.96

$gCO_2/t.nm$

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

CII

Last Recorded CII (2021)

12.1

$gCO_2/t.nm$

Last attained CII Band (2021)

C

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

GRADING DATA

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

SUB GRADES

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

Condition	79	Management	80

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

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

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 Shipyard with the keel laid on 10/12/2008. The vessel is a LPG Carrier, with 3 tanks, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 1, MAN B&W and the vessel has 3 Auxiliary Engines, and no shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys. 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 and differential-gps and the engine room and machinery are fitted with incinerator sludge burning system, UMS capabilities, 2-stroke engine variable delivery lubricator and centralised sea water cooling.

HULL

90

The hull was seen to be in a good to very 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 spot corrosion, up to approximately 1% of the surface area, located minimally on weld seams and areas contacted by tugs and fenders. Hull markings were partly obscured by rust staining and light corrosion though with no marine fouling observed. The vessel's last out of water bottom survey was carried out on 15-Dec-21, with the vessel's next out of water bottom survey due by 28-Apr-24.

NOTABLE ITEMS

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

MOORING DECKS

80

The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and had only minor localised and surface corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located around the mooring machinery with additional areas of rust staining, multiple localised coating repairs were evident particularly on the foc'sle indicating positive ongoing maintenance. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Hydraulic windlasses and winches were reported to be fully operational and free from hydraulic leakage as observed. Mooring machinery was in good condition with only minor coating breakdown and corrosion noted on the foundations and warping drums. Anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be good and snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a good overall condition though instances of loose items such as ropes were 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Developing corrosion was observed on multiple warping drums. **Corrective Action:** Areas of corrosion should be addressed.	<$1000

WEATHER DECKS AND FITTINGS

70 The Weather Decks and Fittings were seen to be in fair to good condition overall, with the decks found to be free of structural defects and had only minor surface corrosion, up to approximately 5% of the main deck plating total surface area, mainly located at outer extreme edges, beneath pipework and around some fittings such as ballast tank lids. Deck fittings were found to be in a fair to good condition due to surface corrosion on walkways and operator platform gratings, on raised pump platforms and cable trays however, pipework and fittings were seen to be generally free of leakages and deck mooring machinery was in good condition with only minor corrosion observed on the foundations. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. The Aft Peak Tank was entered for inspection and reports of previous tank entries from 11-Dec-21 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 spot corrosion, up to approximately 1% of the ballast tanks total surface area, located minimally on free edges of structural members and lightening holes. Ballast tank fittings such as ladders and pipework were seen to be in a fair to good overall condition due to instances of developing spot corrosion observed on the ladders and pipework with Anodes seen to be depleted up to 5%. Tanks were seen to have a minimal amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be fully operational and all ballast pumps were in good working order and in good visual condition.

ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good 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 though it was noted that as per MFAG the vessel must have at least one oxygen cylinder of 40L/200 bar (at ship's hospital, assembled for direct use) but only portable cylinders were sighted in the hospital, however, the drugs were 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 had only minor spot corrosion, up to approximately 1% of the surface area, mainly located at weld connections to fittings of accommodation superstructure. 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: As per MFAG the vessel must have at least one oxygen cylinder of 40L/200 bar (at ship's hospital, assembled for direct use) but only portable cylinders were sighted in the hospital. **Corrective Action:** To be investigated and correct equipment supplied if required.	$1000 - $5000

Description	Estimated Cost [USD]
Issue: One toilet in the accommodation was seen to have a cracked mounting and staining around the base. **Corrective Action:** To be repaired or renewed when possible.	<$1000

BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. RADAR blind sectors were seen to be posted near the RADARs with the compass deviation card up-to-date and available near to the helm. The compass deviation log was found to be satisfactory, with no major deviations and generally up-to-date. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in 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

80

The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally seen to be dirty with oily water was observed in the aft bilge well during the inspection. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with pipework lagging seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The NOx Technical file was up to date and last updated on 15-Dec-21. 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 Cylinder heads, Pistons, Bearings and Cylinder liners overhauls were within the service hours. Propulsion systems, such as shafts, gearing and bearings were in good working order with no defects reported or sighted. The 3 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines performance report provided showed no areas of concern. Auxiliary engines running hour data was found to be in order with no major overhauls overdue. 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, which were in fair condition. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: No. 2 L.O. purifier starter power fail alarm fixed on the panel since 28.07.2022. according to the alarm system, No. 2 L.O. purifier has been off since July. **Corrective Action:** To be investigated and rectified as required.	$1000 - $5000

Description	Estimated Cost [USD]
Issue: Oily water was observed in the aft bilge well during the inspection **Corrective Action:** Pump and clean bilges and rectify causes of oil or water.	<$1000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition overall and generally free of fire hazards with all firefighting equipment seen to be regularly serviced and inspected. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with Water Spray and CO2 fixed firefighting in the engine room, Water Spray, Dry Powder and CO2 for the cargo areas and Galley Wet Chemical and Galley CO2 in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was not tested during the inspection, but was reported to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

LIFESAVING APPLIANCES

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 not tested during the inspection, but were reported to be in good working order. The vessel has no dedicated rescue boat and uses the starboard lifeboat as a rescue boat. The vessel is equipped with 5 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

SAFE WORKING ENVIRONMENT

70

Safe working was deemed to be fair to good overall with unsafe practices observed such as loose mooring ropes were observed at the entrance to the foc'sle store however, the vessel did present 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 26-Sept-22, which was an SOPEP drill.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: One portable UHF radio was seen to be missing the antenna, potentially reducing it's range. **Corrective Action:** Ensure radio equipment is correctly maintained.	<$1000

Description	Estimated Cost [USD]
Issue: The emergency switchboard was seen to be without appropriate electrical insulation mats. **Corrective Action:** Appropriate insulation matting to be provided. 	$1000 - $5000

POLLUTION CONTROL

80

Pollution control was deemed to be good overall and generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was not tested during the inspection though the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be sealed against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker or box was found to be well stocked but SOPEP equipment was in a fair condition. Issues were identified with the Oil Record Book (ORB) with an uncompleted ORB page observed signed my Master. This was corrected during the inspection. The vessel is not fitted with a Ballast Water Treatment System (BWTS), which will be required before the next International Oil Pollution Prevention (IOPP) certificate expiry date on the 28-Apr-24. 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 24-Sept-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 15-Aug-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: The vessel is not equipped with a Ballast Water Treatment System (BWTS) **Corrective Action:** Under IMO regulations this will not be required until IOPP renewal survey due by 28-Apr-24.	$50000+

	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 paper-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 to very good with 1 deficiencies and 0 detentions in the 7 inspections conducted in the past three years. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection though only fair cooperation was provided but with the majority of requested documents provided.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: ORB was seen to be not correctly filled in with an incomplete ORB page observed signed my Master. This was corrected during the inspection. **Corrective Action:** Ensure ORB is kept up to date and filled in correctly.	$0

	Description	Estimated Cost [USD]
	Issue: Last inventory check of SOPEP equipment was on 15.07.2022. **Corrective Action:** Ensure monthly checks are carried out.	$0

VESSEL CAPABILITIES AND CARGO SYSTEMS

70

Vessel capabilities and cargo systems were deemed to be in a fair to good overall condition. The vessel is a Fully-refrigerated LPG Carrier equipped with 3 cargo tanks and can carry 2 segregations of cargo. No tanks could be entered due to operational constraints however, photographs of previous tanks entries reportedly from 10-Apr-19 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. From the provided photographs the void spaces surrounding the cargo tanks were seen to be free of structural damage with no cold spots or deteriorated insulation identified. Void spaces were generally free of coating breakdown and corrosion. Independent tanks are fitted, which were found in good condition with no evident deterioration. The last cargo carried was Propane, with the next intended cargo reported to be not yet confirmed. Svanehoj international 400 m³/hr electrically driven deep well cargo pumps are fitted, which were fully operational and in good condition. The compressor room was found to be in good condition, with the airlocks in good working order and alarms fully functional. The motor room was also found to be in good condition, with the airlocks in good working order and alarms fully functional. Cargo pipework was in good overall condition with pipes, manifolds and relevant deck equipment were suitably marked. The hose handling crane was in full working order and in good condition as observed. 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 reportedly 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. Float level gauges are fitted, which were in good condition with no obvious defects seen or reported. The vessels last SIRE inspection was on the 16-Aug-22, in which 2 observations were recorded. These had all been fully resolved. The vessels last CDI inspection was on the 25-Jun-22, in which 0 observations were recorded. The Vaporiser, Cargo Heater, Inert Gas System, Cargo Booster, Spray Pumps, Cargo pipework insulation, Compressor and Condenser were all found to be in good condition with no operational defects reported or seen.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The latest SIRE inspection reported that there were two yellow warnings indicated in the Lub Oil Analysis dated 11-Aug-22 but the provided Lub oil analysis dated 11-Aug-22 showed no warnings. **Corrective Action:** To be investigated and samples sent for items with reported warnings as per the latest SIRE inspection.	<$1000

OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	1,591.1 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	131.2 m^3
Total Fresh Water capacity:	298 m^3
Total Ballast Capacity Excluding Cargo Hold Ballast Capacity:	11,392.4 m^3
Total Bilge water capacity:	39.3 m^3
Total sludge and residues capacity:	42.73 m^3

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

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

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	MAN B&W		MAN B&W	MAN B&W	MAN B&W	
Model	MC-C		6L23/30H	7L23/30H	7L23/30H	
Mark/Series/Revision	7		7	6	6	
Number of Cylinders	6		6	7	7	
Speed (RPM)	127		720	720	720	
Bore (mm)	500		225	225	225	
Stroke (mm)	2,000		300	300	300	
Specific Fuel Oil Consumption (SFOC) (g/kWhr) At 75% load for ME and 50% load for AEs, corrected to ISO conditions, as stated on Nox technical files	173.25		198.446	197.109	198.603	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	36.00		3.4	3.4	3.4	
Cylinder Oil Consumption (litres/day)	173					
System Oil Consumption (litres/day)	33		28	28	28	

Major Overhaul Interval (Hours)			16,000	16,000	16,000	
Running Hours since last overhaul (Hours)			16,000	16,000	16,000	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	13.00	24
Loaded Service	14.5	31.5
Ballast Eco	13.00	22.00
Ballast Service	14.5	29.0

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		16,000
Pistons		36,000
Bearings		18,000
Cylinder Liners		36,000

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

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	14,845	14,675	919	12,577	13,238	14,340						
Pistons	3,304	3,304	3,304	3,304	3,304	3,304						
Bearings	17,627	17,627	17,627	17,627	17,627	17,627						
Cylinder Liners	3,304	3,304	3,304	3,304	3,304	3,304						

Class Surveys

Were all Class and Statutory certificates valid? ☑ Yes

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

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

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

Is the vessel ice classed? ☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	29-Apr-19	28-Apr-24
Intermediate	12-Apr-22	29-Apr-27
Annual	12-Apr-22	29-Apr-23
Bottom in dry dock	15-Dec-21	28-Apr-24

What was the location of the last out-of-water docking?	*Perama, Greece*
Is the vessels last dry dock report provided and attached?	☒ No
Provide details of works done in last dry dock	*Only LR final survey report provided*
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?	☑ Yes
Please provide further details	*Multiple administrative items recorded*

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:	1,200,000
What was the status of the vessel at the time of inspection?	Discharging

DESIGN AND CONSTRUCTION

Design and Construction Condition

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

☑ Yes

Under what IACS Class society supervision was the vessel built?	Example Class
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	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

Kongsberg

☑ Differential-GPS

JRC

Engine Room & Firefighting

☑ Incinerator sludge burning system

TeamTec Incinerator. Type/Serial number: GS500C/K0,649-01

☑ UMS Capabilities (regardless of Class notation)

Kongsberg

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

Serman & Tipsmark Cyl. Lubrication System

☑ Centralised Sea Water cooling

MYTEC

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:	minimally on weld seams and areas contacted by tugs and fenders
The amount of surface area coating breakdown and corrosion was approximately:	1%

Type of coating breakdown and corrosion: ☑ Spot

What was the condition of the hull markings?	Partly obscured
What type of anti-fouling coating was applied?	Tin Free Self-Polishing Anti-fouling paint
What level of marine fouling was seen?	None

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	7.0
Aft: (m)	8.25

Was the upper sections of the rudder visible? ☒ No

MOORING DECKS

Mooring Decks Condition

Were the decks free of any structural damage or deformations?	☑ Yes
What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	around the mooring machinery with additional areas of rust staining, multiple localised coating repairs were evident particularly on the foc'sle indicating positive ongoing maintenance
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	☑ Localised ☑ Surface
What was the general condition of the deck fittings?	Good
Were fairleads and mooring rollers free to move when tested?	☑ Yes
Were all mooring machinery reported to be fully operational?	☑ Yes
What type of windlass(es) and winches were fitted?	Hydraulic
Were the windlass(es) and winches seen to be free of hydraulic oil leaks?	☑ Yes
Was the mooring machinery hydraulic pump unit (HPU) seen to be free from leaks?	☑ Yes
What was the condition of the mooring machinery?	Good

What amount of band brake lining was seen to be remaining?	Moderate / Adequate

Were clutching and gearing arrangements sufficiently greased? ☑ Yes

What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope
What was the condition of the mooring ropes / wires?	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	*01-Nov-21*

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

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

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

Were the bitter end release arrangements seen to be clear and unobstructed?	☑ Yes
Was an 'emergency towing booklets/procedures' available near to the foc'sle?	☑ Yes

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

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

What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	at outer extreme edges, beneath pipework and around some fittings such as ballast tank lids
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Surface

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

Please provide further details

surface corrosion on walkway and operator platform gratings, on raised pump platforms and cable trays

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?	☑ Yes
Please provide further details	*Tanks Entered: Aft Peak Tank*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*11-Dec-21*
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:	minimally on free edges of structural members and lightening holes
The amount of surface area coating breakdown and corrosion was approximately:	1%

Type of coating breakdown and corrosion:	☑ 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	*instances of developing spot corrosion observed on the ladders and pipework*

Were the ballast tanks fitted with sacrificial anodes?	☑ Yes
Anode depletion:	*5%*
How much mud/sediment was seen inside the ballast tanks?	Minimal
Please provide further details	*%*
Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?	☑ Yes
Were ballast tank manhole covers seen to be in good condition?	☑ Yes
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	☑ Yes
Were the ballast and/or anti-heeling pumps reported to be fully operational?	☑ Yes
What condition were the ballast and/or anti-heeling pumps in?	Good

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes	
What was the condition of the flooring and wall coverings?	Good	
What was the condition of the upholstery and furniture?	Good	
What were the general levels of housekeeping and cleanliness?	Good	
What was the level of hygiene of the sanitary facilities?	Good	
Was all laundry equipment in good working order?	☑ Yes	
Was the Hospital well equipped and ready for use?	☒ No	*As per MFAG the vessel must have at least one oxygen cylinder of 40L/200 bar (at ship's hospital, assembled for direct use) but only portable cylinders were sighted in the hospital*
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?	☑ Yes
Were lock-in alarms or handles in good working condition?	☑ Yes

External Areas Condition

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

What was the level of external accommodation superstructure coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	at weld connections to fittings of accommodation superstructure
The amount of surface area coating breakdown and corrosion was approximately:	1%

Type of coating breakdown and corrosion:

- [x] Spot

What was the general condition of external superstructure fittings?	Good

Crew Welfare

What is the average contract length for crew members?

Officers:	6 Months
Crew:	8 Months

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

What is the approximate average internet speed?	Very Fast (Able to stream HD film)

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

- [x] Yes

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Fixed weight machine
- [x] Treadmill
- [x] Cycling Machine
- [x] Television
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] En-suite facilities for all crew members

What was the quality of crew recreation facilities?	Good

Are crew given time and resources to celebrate religious or cultural events (i.e. Christmas, Independence days etc.)?	☑ Yes
What facilities were provided in crew cabins?	☑ Sofa ☑ Desk ☑ Ample storage
Does the vessel have any onboard training facilities?	Yes
Type of onboard training facilities:	☑ Other
Please provide further details	*SQLEARN system newly introduced to replace Seagull*
Is there a crew suggestion policy in place?	☑ Yes
Does the crew have access to a bonded store?	Yes, well stocked
Are the crew given additional periods of rest throughout the working week (e.g Sunday off)?	Yes

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational?	☑ Yes
Was the bridge found to be clean and well maintained with good housekeeping?	☑ Yes
Was the view from the bridge clear and unobstructed?	☑ Yes
Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months?	☑ Yes
Was the vessel fitted with a Voyage Data Recorder (VDR)?	☑ Yes
Type of VDR fitted:	*VDR*
Was the VDR seen to be free from any unanticipated alarms?	☑ Yes
Were the VDR collection instructions posted and known to the Master?	☑ Yes
Was the vessels Bridge Navigation and Watch Alarm System (BNWAS) fully operational, and turned on when at sea?	☑ Yes
Normal time setting at sea	*12 mins*

Navigation Condition

	Primary	Secondary
What was the vessels primary & secondary means of navigation as listed on Form E?	ECDIS	ECDIS

Were the primary & secondary means of navigation found to be up to date?	☑ Yes	
Latest update week	*38*	
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-Oct-22*

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

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

Communication Condition

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

	Battery expiry dates
EPIRBS	30-Sept-26
SARTs	30-Apr-25
VHF	31-Dec-26

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	*21-Sept-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 ☑ Sewage treatment plant ☑ Refrigeration Compressor ☑ Purifiers ☑ Air compressors ☑ Auxiliary Boiler	
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes	
What was the general cleanliness of the Engine Room?	Clean	
Were bilges and tank tops free of oil and water?	☒ No	*Oily water was observed in the aft bilge well during the inspection*
Was housekeeping to a good overall standard?	☑ Yes	
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☑ Yes	
Were spares neatly stowed and correctly secured?	☑ Yes	
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes	
Were recent copies of lube oil analysis reports provided for review?	☑ Yes	
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☒ No	
Was the NOx Technical file kept up to date?	☑ Yes	
Date of entry:		*15-Dec-21*
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?	☑ Yes
Does the vessel have a shaft generator?	☒ No
Does the vessel have a shaft motor (Power Take-In)?	☒ No

Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?	☑ Yes
What type of boiler is fitted?	Steam
Was the boiler in good working condition?	☑ Yes
What condition did the Boiler appear to be in?	Good
Were boiler safety valves in satisfactory condition?	☑ Yes

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

Why was 'No', 'Fair' or 'Poor' selected above?	*No. 2 L.O. purifier starter power fail*

Was all engine room pipework free of leakages?	☑ Yes
Was all pipework free of temporary repairs?	☑ Yes
Was all pipework free of corrosion or soft patches?	☑ Yes

What condition was pipework lagging in?	Clean

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

Was the Engine workshop clean and tidy?	☑ Yes	

ECR and Electrical

Was the Engine Control Room clean and tidy?	☑ Yes	
Was the Engine Control and Alarm system free of any serious alarms?	☑ Yes	
Does the vessel have an Unmanned Machinery Space (UMS) notation?	☑ Yes	
Does the machinery space operate in UMS mode?	☑ Yes	
Were all Electrical distribution systems in good working condition?	☑ Yes	
Were Main Switchboard Insulation readings adequate?	☑ Yes	
Were distribution and switchboard panels protected with approved rubber matting?	☒ No	*Distribution and switchboard panels were not protected by approved rubber matting*

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	14-Dec-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? ☑ Yes

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

What is the vessels Fixed firefighting systems?	Engine Room	Cargo Holds	Accomodation
	☑ CO2	☑ CO2	☒ Water Mist
	☒ Foam	☒ Deck Foam	☑ Galley CO2
	☑ Water Spray	☑ Water Spray	☑ Wet Chemical
	☒ None	☒ None	☒ None

Were all fixed fire fighting systems in good working condition?	☑ Yes
Were clear operating instructions posted for the fixed firefighting systems?	☑ Yes
Was the fixed firefighting system release protected against unauthorised operation?	☑ Yes
Was the main fire pump working?	☑ Yes
Was the emergency fire pump working?	☑ Yes
Was a fire pump tested during the inspection?	☒ No
Were the main and emergency fire pumps in good condition and free of leakages?	☑ Yes
What was the condition of the fire main and ancillaries such as pipework hydrants and valves?	Good
Does the vessel have a fire control station?	☑ Yes
Were all portable equipment in place as per the fire plan?	☑ Yes
Were all fire extinguishers in good condition?	☑ Yes
Were the firefighting outfits and associated equipment in good condition?	☑ Yes
Were the International Shore Connections on board?	☑ Yes
Location:	*gangway and on port & stbd upper deck exits*

Was the BA equipment fully charged in good condition?	☑ Yes
Was the Emergency Generator tested during the inspection?	☒ No
Was the Emergency Generator in working order?	☑ Yes
Were Emergency Generator Starting instructions clearly posted?	☑ Yes
What was the condition of the Emergency Generator?	Good
Was the "18 hour" fuel level marked on the emergency generator fuel tank?	☑ Yes
Was the Quick Closing Valve system in good working order?	☑ Yes
Were fire doors in good condition and effectively closing?	☑ Yes
Were fire doors free of unauthorised "hold-open" arrangements?	☑ Yes
Were all ventilation dampers remote closing positions well labelled and in good working order?	☑ Yes
Were all remote machinery shutdown systems well labelled and in good working order?	☑ Yes

LIFESAVING APPLIANCES

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	14-Dec-21
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?	Lifeboat designated as rescue boat
Which lifeboat is designated?	Stbd
How many life rafts does the vessel have?	5
What was the condition of the life rafts?	Good

Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged?	☑ Yes
What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?	Good
What Date is the next Davit wire due for change?	05-Apr-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?	10-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?	☑ Yes	*loose mooring ropes were observed at the entrance to the foc'sle store*
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:	03-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:	23-May-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	26-Sept-22
Last drill type	SOPEP

POLLUTION CONTROL

General Condition

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

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?	☑ Yes	
Was the OWS reportedly operational?	☑ Yes	
What was the condition of the OWS?	Good	
Was the OWS Tested?	☒ No	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration		*10-Dec-21*
Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes	
Means of securing	☑ Sealed	
Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes	

Was the SOPEP locker or box well stocked?	☑ Yes	
What was the condition of the SOPEP equipment?	Fair	
Was a list of SOPEP equipment posted and accurate?	☒ No	*last inventory of SOPEP equipment was on 15.07.2,022*
Was the Oil Record Book (ORB) up to date and correctly filled in?	☒ No	*An uncompleted ORB page observed signed my Master. This was corrected during the inspection.*
Were previous bunkering checklists correctly filled out?	☑ Yes	
Date of last bunkering	*07-Sept-22*	
Were bunker samples correctly stored?	☑ Yes	
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☒ No	*The vessel is not equipped with a Ballast Water Treatment System (BWTS)*
Date of International Oil Pollution Prevention (IOPP) certificate expiry	*28-Apr-24*	
What regulation is listed on the Ballast Water Management Certificate?	D-1	
Was the Ballast Record Book up to date and correctly filled in?	☑ Yes	
Date of last entry	*23-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	*24-Sept-22*
Category of last entry	*Landing of Garbage*

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	*15-Aug-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):	173.25

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	198.446

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-Apr-24

Year	What were the vessel's CII scores (From the IMO DCS data)? (gramsCO2/ton.Nautical mile)
2021	12.1

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?	☑ Yes
How was the SMS Implemented?	Paper Documents
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	04-Feb-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	30-Sept-22
Are hours of maximum permissible work regularly exceeded?	☒ No
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☑ Yes

What type of Planned Maintenance System (PMS) does the vessel have?	Class-approved system
Name of PMS	AMOS

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

Were there any critical overdue PMS work orders? ☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	7
No. of Deficiencies in Past three years:	1
No. of Detentions in Past three years:	0

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

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

Type of access control	gangway Watch

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

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

Tests Carried out by	Onboard by Master	External Company

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

What level of cooperation was provided by the crew and Master?	Fair
Were documents provided as requested?	Majority of 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?	3
How many cargo segregations can the vessel carry?	2
Type of Gas Carrier	LPG
Type of Containment	Fully Refrigerated

Cargo Tank Capacities	(m^3)
CT No.1 combined	9,766.145
CT No.2 combined	14,731.55
CT No.3 combined	10,690.585

Cargo Tank Capacities	(m^3)
Other / Independent deck tanks	341.386
Total Capacity	35,529.666

Were the Cargo tanks able to be entered and inspected? ☒ No

Why were tanks not entered?	*Discharging operations in progress, no tanks gas free at the time of inspection*
Were recent vessel cargo tank inspection photographs provided?	☑ Yes
Date photographs were taken:	*10-Apr-19*
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?	☒ No
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?	☑ Yes
What condition were the independent tanks in?	Good
What was the last cargo carried?	Propane

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?	400

What is the manufacturer of the deep well pumps?	Example Manufacturer
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?	N/A - No fire wires fitted	
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?	16-Aug-22
How many observations were raised in the last SIRE inspection?	2

Have all observations been fully resolved? ☑ Yes

What was the date of the last CDI inspection?	25-Jun-22
How many observations were raised in the last CDI inspection?	0

Is the vessel older than 15 years? ☒ No

Equipment (LPG)	Fully operational?	Condition
Vaporiser	Yes	Good
Cargo heater	Yes	Good
Inert Gas (IG) system	Yes	Good
Nitrogen plant	NA	
Cargo Booster	Yes	Good
Spray Pumps	NA	
Reliquification plant	NA	
Cargo Pipework insulation	Yes	Good
Compressor	Yes	Good
Condenser	Yes	Good