Report commissioned by:

Example Individual

Organisation:

Example Organisation

PRE-SALE REPORT

EXAMPLE BULK CARRIER

IMO Number: 123456789

INSPECTED AT CALETA COLOSO CHILE

01st OCTOBER 2022

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Pre-sale report reference:	00/00
Report commissioned for:	Example Individual
Organisation:	Example Organisation
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Time & date:	00:00 (UTC) on 01st October 2022

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ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Caleta Coloso, Chile

01 Oct 2022 - 02 Oct 2022

Status: Standing by

24.5 Hours Aboard

Majority of documents provided

The EXAMPLE VESSEL is a 64,576 DWT, 35,332 Gross Tonnage, Example Flag Society flagged, geared Bulk Carrier built to a good standard by Example Shipyard, in People's Republic Of China under Example Class supervision and was delivered on the the April 2015. The vessel is now Classed with Example Class Society.

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

Good cooperation was provided by the ship's crew with access provided to the cargo holds, but with ballast tanks unavailable for entry and with recent photographs provided. The vessel was at anchor, standing by 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.

77 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	Example Vessel
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Bulk Carrier
Flag	Example Flag
Classification Society	Example Class Society
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipyard
Delivery Date	Example Date
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 found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 5 deficiencies and 0 detentions in the 9 inspections conducted in the past three years.

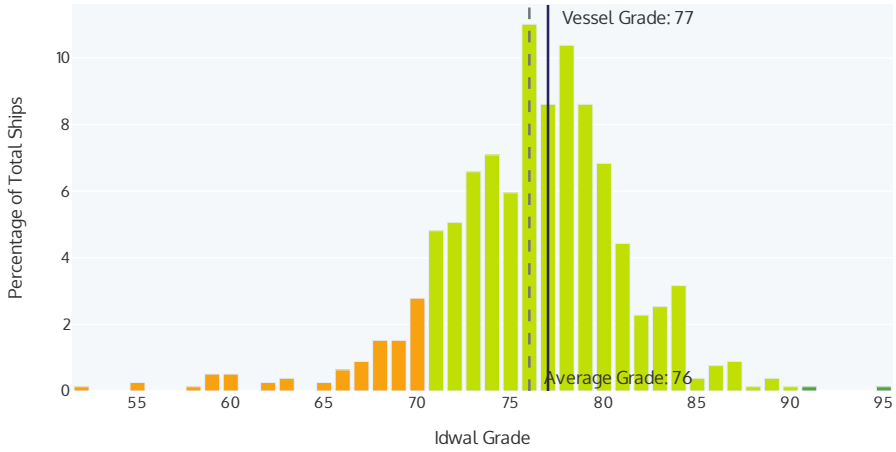
Given the good condition of the vessel it is estimated that the OPEX levels are likely to be as per industry norms for vessels of a similar age, type and size.

The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 5.41, which places the vessel in Band D 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 D 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, though will be required to create one if the CII is not improved over the following two years by the end of 2025.

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 Supramax Bulk Carrier vessels



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

KEY

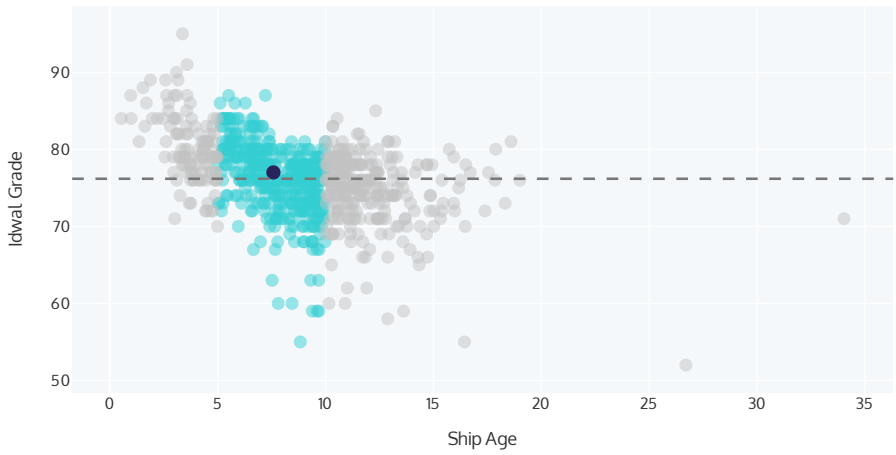
Your Idwal grade

Average Idwal grade

Grade range

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

Your Idwal Grade vs other Supramax Bulk Carrier vessels, age 5-10 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]
✖	As per the provided Class status report, the vessel has an open Condition relating to Statutory Certificates for the malfunctioning echo sounding device	The Condition should be thoroughly addressed to Class satisfaction by the due date 13 May 2023.	$0
−	Cargo hold fittings were seen with areas of minor damage in way of: ch3 vertical ladder lower section found bent, ch3 pipe guard was found deformed, ch4 aft under deck catwalk handrail was found bent and detached and ch5 spiral ladder lower section was found slightly bent	Areas to be repaired when possible	$1000 - $5000
−	The vessel was seen to be lacking one or two critical spares as listed in the provided inventory	Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).	$1000 - $5000
−	Evidence of minor hydraulic oil leaks were sighted from cargo hold no. 2 operational controls but with crew reporting the vessel was awaiting spares	Spares to be provided and leakage rectified	<$1000
−	The latest lube oil analysis reports showed a critical alert for auxiliary engine no. 3 due to high insoluble levels, a caution for auxiliary engine no. 1 for water contamination and a caution for main engine HPS 1 for cleanliness. However, crew reported the auxiliary engine oil charges to have already been replaced	The remaining oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	<$1000
−	The vessel's meat cold storage room was seen with areas of excessive ice accumulation while evidence of the presence of insects was also noted in the stores	Causes of ice accumulation to be identified and rectified, stores to be maintained in clean and hygienic condition	$1000 - $5000
−	Evidence of minor hydraulic oil leakage was sighted from the port side aft winch	Leakage to be rectified	<$1000
−	Areas of localised surface corrosion of up to 10% of the visible hull surfaces were observed, mainly in fender contact areas and at weld seams	Additional treatment may be required in these areas	$5000 - $20000

⊖	The lifeboat rudder plate was found to be deformed while evidence of minor hydraulic oil leakage was sighted from the power pack	Leakages to be rectified, rudder plate to be repaired or replaced as necessary	**<$1000**
⊖	No onboard digital training facilities were seen to be provided.	Training facilities to be installed as soon as practical to ensure crew have the option to undertake continuous professional development.	**$1000 - $5000**
✓	The vessel is reportedly fitted with paid to access limited use Wi-Fi system	Positive	**$0**
✓	The following additional engine room machinery is installed: MGO cooler, dual air handling unit refrigeration compressors	Positive	**$0**
✓	A USCG approved BWTS is installed	Positive	**$0**
✓	The vessel's stern tube is fitted with an Environmentally Acceptable Lubricant (EAL) so is VGP compliant in this regard for trading to the USA.	Positive	**$0**

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 market in April 2015 with an Energy Efficiency Design Index (EEDI) score of 3.86, within the regulatory requirements at the time. This EEDI score is therefore the vessel's current Attained EEXI score. The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 5.41, which places the vessel in Band D 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 D 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, though will be required to create one if the CII is not improved over the following two years by the end of 2025. 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

3.92

$gCO_2/t.nm$

Attained EEDI/EEXI

3.86

$gCO_2/t.nm$

This vessel meets the required EEDI/EEXI

CII

Last Recorded CII (2021)

5.41

$gCO_2/t.nm$

Last attained CII Band (2021)

D

If the vessel maintains its last recorded CII score we anticipate it will be in Band D 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	76	Management	81

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

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

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in People's Republic Of China by Example Shipyard with the keel laid on 28/09/2014. The vessel is a Bulk Carrier, with 5 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 2, MAN B&W and the vessel has three Auxiliary Engines, and no shaft generator. It is subject to the Enhanced Survey Program (ESP) and holds a Class notation for In Water Surveys. 4 Cargo Lifting Appliances are fitted and the vessel can carry it's own grabs. No UTM report was made available for review. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and external CCTV system and the engine room and machinery are fitted with MGO cooler, incinerator sludge burning system, UMS capabilities, 2-stroke engine mechanical lubricator and dual air handling unit refrigeration compressors.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The following additional engine room machinery is installed: MGO cooler, dual air handling unit refrigeration compressors **Corrective Action:** Positive	$0

HULL

70

The hull was seen to be in a fair to good overall condition, with the hull able to be inspected from all round at the anchorage. The vessel was found to be free of major structural defects, however, minor operational indentations and plate in-setting were observed but had minor localised and surface corrosion, up to approximately 10% of the surface area, mainly located in fender contact areas and at weld seams. 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 13-May-20, with the vessel's next out of water bottom survey due by 09-Apr-25.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Areas of localised surface corrosion of up to 10% of the visible hull surfaces were observed, mainly in fender contact areas and at weld seams **Corrective Action:** Additional treatment may be required in these areas	$5000 - $20000

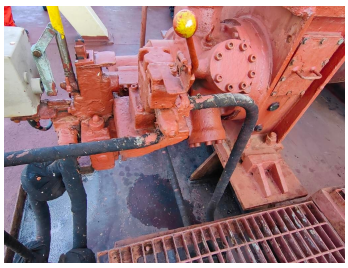
MOORING DECKS

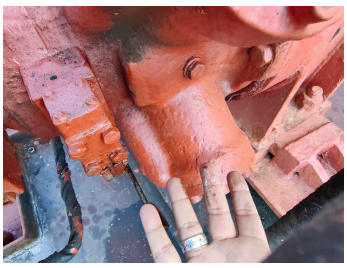
70

The Mooring decks were seen to be in a fair to good condition overall with the decks found to be free of structural defects and had only minor localised and spot corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located surrounding foundations and beneath fittings and machinery. Deck fittings were found to be in a fair condition due to scattered corrosion, particularly to operating platforms but with fairleads and mooring rollers free to turn when tested. All Hydraulic windlass(es) and winches were reported to be fully operational but were, however, not free of hydraulic leakage with the Aft port winch seen with evidence of a minor hydraulic oil leakage. Mooring machinery was in fair condition due to areas of localised corrosion 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 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Evidence of minor hydraulic oil leakage was sighted from the port side aft winch **Corrective Action:** Leakage to be rectified	<$1000





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 localised and spot corrosion, up to approximately 5% of the main deck plating total surface area, mainly located surrounding foundations but with evidence of historic corrosion visible beneath the newer coatings. Deck fittings were found to be in a good condition with pipework and fittings free of leakages. 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. No tanks could be entered as the vessel was in full ballast condition however, photographs of previous tank entries in 01-Jul-22 were provided for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and had only minor scattered and spot corrosion, up to approximately 5% of the ballast tanks total surface area, mainly located to bulkheads. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition 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

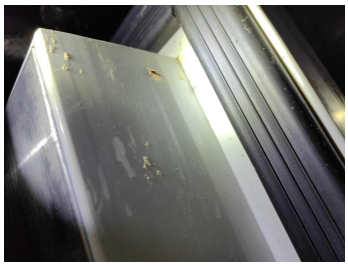
70

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 with evidence of the presence of insects however, temperatures were at the correct levels. Provision room components were seen to have isolated defects such as areas of excessive ice accumulation in the meat room. 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 at weld 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. Crew welfare was found to be good with crew reported to have access to paid, limited use Wi-Fi but no onboard training facilities.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel's meat cold storage room was seen with areas of excessive ice accumulation while evidence of the presence of insects was also noted in the stores **Corrective Action:** Causes of ice accumulation to be identified and rectified, stores to be maintained in clean and hygienic condition	$1000 - $5000





BRIDGE AND NAVIGATION EQUIPMENT

60

The Bridge and navigation equipment were found to be in a fair condition overall with housekeeping found to be good but with some bridge equipment not fully operational with the vessel having an open Condition related to Statutory Certificates in that the malfunctioning echo sounding device is to be bought in order by 13 May 2023. 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: As per the provided Class status report, the vessel has an open Condition relating to Statutory Certificates for the malfunctioning echo sounding device **Corrective Action:** The Condition should be thoroughly addressed to Class satisfaction by the due date 13 May 2023.	$0

ENGINE ROOM AND MACHINERY

80

The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be very clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion however, some pipework lagging had areas of deterioration and staining. Housekeeping was seen to be to a good overall standard with the vessel lacking one or two critical spares as recommended by the ship manager Safety Management System (SMS). A review of the latest lube oil analysis reports provided showed some areas of concern as follows: a critical alert for auxiliary engine no. 3 due to high insoluble levels, a caution for auxiliary engine no. 1 for water contamination and a caution for main engine HPS 1 for cleanliness. However, crew reported the auxiliary engine oil charges to have already been replaced. The NOx Technical file was up to date and last updated on 12-Oct-22. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. The main engine performance report provided was conducted at a load slightly below that which is deemed necessary to enable an accurate review of engine performance, however no obvious operational issues were highlighted. A review of the latest engine running hours showed that the Bearings and Cylinder Liners overhaul schedules are subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided and Cylinder heads and Pistons overhauls were within the service hours. Propulsion systems, such as shafts, gearing and bearings were in good working order with no defects reported or sighted. The 3 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines performance report provided showed no areas of concern. Auxiliary engines running hour data provided indicated that all engines were within service hours and with no overdue overhauls. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

NOTABLE ITEMS

Description	Estimated Cost [USD]

	Issue: The vessel was seen to be lacking one or two critical spares as listed in the provided inventory **Corrective Action:** Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).	$1000 - $5000

Description	Estimated Cost [USD]
Issue: The latest lube oil analysis reports showed a critical alert for auxiliary engine no. 3 due to high insoluble levels, a caution for auxiliary engine no. 1 for water contamination and a caution for main engine HPS 1 for cleanliness. However, crew reported the auxiliary engine oil charges to have already been replaced **Corrective Action:** The remaining oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	<$1000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition overall and generally free of fire hazards with all firefighting equipment seen to be regularly serviced and inspected. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with Water Spray and CO2 fixed firefighting in the engine room, CO2 for the cargo areas and 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. A fire pump was tested during the inspection and was found to deliver adequate pressure. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

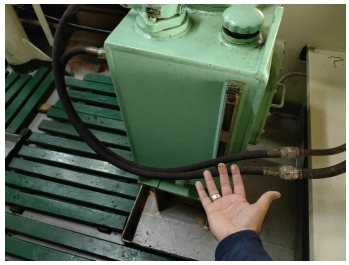
LIFESAVING APPLIANCES

70

Lifesaving appliances were seen to be in a fair to good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with 1 free-fall lifeboat, which was seen to be in good overall condition externally and internally. Some slight deformation was observed to the rudder plate. The lifeboat engine was tested during the inspection and found to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. 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 fair overall condition due to evidence of minor oil leaks from the hydraulic power pack 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The lifeboat rudder plate was found to be deformed while evidence of minor hydraulic oil leakage was sighted from the power pack **Corrective Action:** Leakages to be rectified, rudder plate to be repaired or replaced as necessary	<$1000



SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA) were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good safe condition with clear pilot boarding instructions posted. Regular drills were conducted on board with the last drill conducted on the 18-Oct-22, which was a Fire 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 29-Oct-22. A US coastguard approved Ballast Water Treatment System (BWTS) is fitted and was found to be fully operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. The vessel's sewage treatment plant was found to be fully operational and in good overall condition, with no obvious defects. Garbage segregation was found to be good, with adequate, labelled containers and garbage seen to be well sorted and containers seen to be made of approved non-combustible materials. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 31-Oct-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 29-May-22. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

NOTABLE ITEMS

	Description	Estimated Cost [USD]
✓	**Issue:** A USCG approved BWTS is installed **Corrective Action:** Positive	$0

	Description	Estimated Cost [USD]
	Issue: The vessel's stern tube is fitted with an Environmentally Acceptable Lubricant (EAL) so is VGP compliant in this regard for trading to the USA. **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 good with 5 deficiencies and 0 detentions in the 9 inspections conducted in the past three years. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation with the majority of requested documents provided.

VESSEL CAPABILITIES AND CARGO SYSTEMS

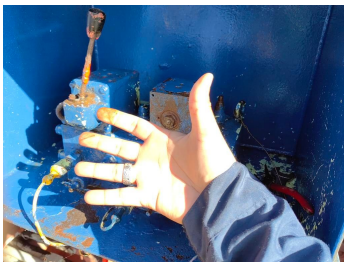
80 Vessel capabilities and cargo systems were deemed to be in a good overall condition. Cargo Holds no. 1, no. 3 and no. 5 were entered for inspection and photographs of previous hold entries from 29-Oct-22 were provided for review. The inspected cargo holds were found to be free of structural defects and had only minor localised corrosion, up to approximately 5% of the surface area, mainly located to hopper, lower stool and bulkhead plating. Cargo hold fittings such as ladders, handrail and pipe guards etc. were seen to have instances of damage with CH3 vertical ladder lower section found bent, CH3 pipe guard was found deformed, CH4 aft under deck catwalk handrail was found bent and detached and CH5 spiral ladder lower section was found slightly bent. The last cargo carried was Corn in bulk, with the next intended cargo reported to be Copper concentrate in bulk. The cargo holds were free of signs of water ingress both from internal and external sources. Cargo monitoring systems such as bilges, temperature sensors, water ingress sensors etc. were reported to be fully operational and regularly tested. The vessel is fitted with Hydraulic folding type hatch covers, which were seen to be well aligned and closing correctly. Hatch covers were found to be free of structural defects and had only minor scattered and spot corrosion, up to approximately 5% of the surface area, mainly located to underside plating. Hatch cover operating systems were in full working order but were seen to be in fair condition due to evidence of minor hydraulic oil leaks on CH 2 operational controls but with crew reporting the vessel was awaiting spares. Hatch cover rubber seals and retaining channels were in good overall condition but were not free of temporary means of sealing such as tape or expanding foam with sealing tape was seen to have been used previously. Hatch cover securing and hold open arrangements along with landing pads were seen to be in a good overall condition with no notable defects observed. Hatch coamings and longitudinal continuation brackets were found to be free of structural defects and had only minor localised and spot corrosion, up to approximately 5% of the surface area, mainly located to inner and external plating. Compression bar/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris and the hatch coaming non-return valves clear and operational. Stability calculations were seen to be carried out and the vessel holds a Document of Compliance (DOC) for the carriage of Dangerous Goods (DG). The vessel is fitted with radio controlled cargo grabs, which were found to be free of structural defects and had only minor localised and spot corrosion, up to approximately 5% of the surface area, mainly located to buckets and arms. The vessel has 4 cargo lifting appliances, which were found to be in a good overall condition. Lifting appliances were found to be generally free of significant structural defects and had only minor localised and spot corrosion, up to approximately 5% of the surface area, mainly located to jibs and pedestals. Wires were in good overall condition though motors and hydraulic systems were in fair condition due to evidence of minor leakage from Crane no. 2 luffing motor hose. Lifting appliances components, such as sheaves, blocks and cylinders were seen to be in a good overall condition with controls and operating positions in good condition and safety devices fully operational. The slewing bearings were found to be in a good overall condition with evidence of bearing rocking tests conducted and recorded. Lifting appliances were regularly examined by shore side technicians with maintenance records accurate and up-to-date.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Cargo hold fittings were seen with areas of minor damage in way of: ch3 vertical ladder lower section found bent, ch3 pipe guard was found deformed, ch4 aft under deck catwalk handrail was found bent and detached and ch5 spiral ladder lower section was found slightly bent **Corrective Action:** Areas to be repaired when possible	$1000 - $5000




Description	Estimated Cost [USD]
Issue: Evidence of minor hydraulic oil leaks were sighted from cargo hold no. 2 operational controls but with crew reporting the vessel was awaiting spares **Corrective Action:** Spares to be provided and leakage rectified	<$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:	2,053.95 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	245.36 m^3

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

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

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	MAN B&W	N/A	Yanmar	Yanmar	Yanmar	
Model	ME-C		6EY18ALW	6EY18ALW	6EY18ALW	
Mark/Series/Revision	8					
Number of Cylinders	5		6	6	6	
Speed (RPM)	89		900	900	900	
Bore (mm)	600		180	180	180	
Stroke (mm)	2,400		280	280	280	
Specific Fuel Oil Consumption (SFOC) (g/kWhr) At 75% load for ME and 50% load for AEs, corrected to ISO conditions, as stated on Nox technical files	163.16		216.1	216.1	217	
Nox Tier	2		2	2	2	
Fuel Oil Consumption at full load (tonnes/day)	26.5		2.4	2.4	2.4	
Cylinder Oil Consumption (litres/day)	160					
System Oil Consumption (litres/day)	45		10	10	10	

Major Overhaul Interval (Hours)			12,000	12,000	12,000	
Running Hours since last overhaul (Hours)			3,603	11,266	9,771	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	11	21
Loaded Service	13.8	30
Ballast Eco	11.5	19
Ballast Service	14.4	30

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		16,000
Pistons		16,000
Bearings	Yes	999,999
Cylinder Liners	Yes	999,999

Main Engine No.1	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	11,360	3,382	11,360	11,360	2,445							
Pistons	11,795	3,382	11,795	11,795	3,585							
Bearings	36,824	36,824	36,824	36,824	36,824							
Cylinder Liners	11,880	3,382	11,360	11,360	3,585							

Class Surveys

Were all Class and Statutory certificates valid?	☑ Yes
Is the vessel on the Extended Dry Docking (EDD) program?	☒ No
Is the vessel on the Enhanced Survey Program (ESP)?	☑ Yes
Does the vessel have an In Water Survey Class notation?	☑ Yes
Is the vessel ice classed?	☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	13-May-20	09-Apr-25
Intermediate	01-Mar-18	09-Jul-23
Annual	24-Jun-22	09-Jul-23
Bottom In Water		13-May-23
Bottom in dry dock	13-May-20	09-Apr-25

What was the location of the last out-of-water docking?	*Huadong Shipyard, Fuzhou, China*
Is the vessels last dry dock report provided and attached?	☑ Yes
Does the vessel intend to dry dock before the next scheduled bottom survey?	☒ No
Has the vessel remained with the same flag since build?	☑ Yes
Has the vessel remained with the same Class since build?	☑ Yes
Does the vessel have any Conditions of Class or Recommendations of Class?	☑ Yes
Please provide further details	*as per the provided Class status report, the vessel has an open Condition relating to Statutory Certificates relating to the malfunctioning echo sounding device which is to be brought in order by 13 May 2,023*
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:	900,000
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 Society
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	No, vessel less than 10 years old

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

2 sets of JRC / JLR-7,800

☑ Internal and External CCTV system

External 5 cameras.

Engine Room & Firefighting

What features were seen in the engine room?

☑ MGO Cooler

Aura Marine MGO chiller cooler 3C75-LT

- [x] Incinerator sludge burning system

As seen in IOPP certificate

- [x] UMS Capabilities (regardless of Class notation)
- [x] 2-Stroke Engine Adaptive Cylinder Oil Control e.g. MAN B&W Alpha Lubricator

MAN B&W Alpha Lubricator

- [x] Dual Air Handling Unit Refrigeration compressors

DMA AHU fitted with 2 compressors.

HULL

Hull Condition

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

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

Was the vessel free of any minor structural damage or indentations? ☒ No *minor operational indentations and plate in-setting were observed*

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	in fender contact areas and at weld seams
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion: ☑ Localised ☑ Surface

What was the condition of the hull markings?	Well painted and clearly legible
What type of anti-fouling coating was applied?	SEA GRANDPRIX 880 HS BROWN / EA GRANDPRIX 880 HS LIGHT BROWN
What level of marine fouling was seen?	None

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	4.67
Aft: (m)	7.55

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:	surrounding foundations and beneath fittings and machinery
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

What was the general condition of the deck fittings?	Fair

Please provide further details *scattered corrosion, particularly to operating platforms*

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? ☒ No *the Aft port winch was seen with evidence of a minor hydraulic oil leakage*

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

What was the condition of the mooring machinery?	Fair
Please provide further details	*areas of localised corrosion*
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	*12-May-20*
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:	surrounding foundations but with evidence of historic corrosion visible beneath the newer coatings
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ 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? ☒ No

Were deck equipment and pipework free of leakages? ☑ Yes

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

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

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

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

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☒ No
Please provide further details	*Reason tanks were not entered: the vessel was in full ballast condition*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*01-Jul-22*
Were inspection reports or reports of the tanks condition provided?	☑ Yes
Were the tanks free of any structural damage or indentations?	☑ Yes

What was the level of Ballast Tank coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to bulkheads
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:	☑ Scattered	☑ 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)?	Good

Were the ballast tanks fitted with sacrificial anodes?	☒ No
Anode depletion:	%

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

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

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

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes
What was the condition of the flooring and wall coverings?	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?	☒ No	*evidence of the presence of insects*
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	*areas of excessive ice accumulation in the meat room*
Were lock-in alarms or handles in good working condition?	☑ Yes	

External Areas Condition

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

What was the level of external accommodation superstructure coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	at weld seams
The amount of surface area coating breakdown and corrosion was approximately:	5%

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:	7 Months
Crew:	9 Months

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

What is the approximate average internet speed?	Fast (Able to stream music or short videos in low quality)

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] Treadmill
- [x] Cycling Machine
- [x] Rowing Machine
- [x] Table Tennis
- [x] Basketball hoop
- [x] Television
- [x] Karaoke
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] Barbecue
- [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.)?

☑ Yes

What facilities were provided in crew cabins?

☑ Sofa ☑ Desk ☑ Ample storage

Does the vessel have any onboard training facilities?	No

Please provide further details

Training on-signers by managers manuals and procedures, all in hard copies.

Is there a crew suggestion policy in place?

☑ Yes

Does the crew have access to a bonded store?	Yes, minimal stock

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?	☒ No	*the vessel having an open Condition related to Statutory Certificates in that the malfunctioning echo sounding device is to be bought in order by 13 May 2,023*
Was the bridge found to be clean and well maintained with good housekeeping?	☑ Yes	
Was the view from the bridge clear and unobstructed?	☑ Yes	
Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months?	☑ Yes	
Was the vessel fitted with a Voyage Data Recorder (VDR)?	☑ Yes	
Type of VDR fitted:		*VDR*
Was the VDR seen to be free from any unanticipated alarms?	☑ Yes	
Were the VDR collection instructions posted and known to the Master?	☑ Yes	
Was the vessels Bridge Navigation and Watch Alarm System (BNWAS) fully operational, and turned on when at sea?	☑ Yes	
Normal time setting at sea		*12 mins*

Navigation Condition

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

Were the primary & secondary means of navigation found to be up to date?	☑ Yes	
Latest update week	*43*	
Was the Echo Sounder fully operational?	☒ No	*the echo sounder is subject to a Condition relating to Statutory Certificates due to its malfunction*
Were the RADARs fully operational?	☑ Yes	
Were the "blind sectors" posted near to the RADARs?	☑ Yes	
Does the vessel receive up to date weather information?	☑ Yes	*02-Nov-22*
What type of weather updating service does the vessel use?	Digital subscription	
Was an in-date compass deviation card posted near to the helm?	☑ Yes	
Was a compass deviation log kept, up to date and free of any major deviations?	☑ Yes	
Were azimuth rings (bearing diopters) found to be available on the bridge?	☑ Yes	

Communication Condition

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

	Battery expiry dates
EPIRBS	30-Nov-24
SARTs	31-Jan-26
VHF	31-Jan-28

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	*30-Oct-22*

External Condition

Was the Monkey Island found to be in good, well maintained condition? ☑ Yes

Were the main mast, aerials and antennas seen to be in good condition and free from damage? ☑ Yes

Were bridge wing manoeuvring controls fitted? ☒ No

Were bridge wing engine speed and compass repeaters seen to be in good working condition?	☑ Yes

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Pumps ☑ 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?	Very Clean	
Were bilges and tank tops free of oil and water?	☑ Yes	
Was housekeeping to a good overall standard?	☑ Yes	
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☒ No	*the vessel lacking one or two critical spares as listed in the provided inventory*
Were spares neatly stowed and correctly secured?	☑ Yes	
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes	
Were recent copies of lube oil analysis reports provided for review?	☑ Yes	
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☑ Yes	*a critical alert for auxiliary engine no. 3 due to high insoluble levels, a caution for auxiliary engine no. 1 for water contamination and a caution for main engine HPS 1 for cleanliness. However, crew reported the auxiliary engine oil charges to have already been replaced*

Was the NOx Technical file kept up to date?	☑ Yes	
Date of entry:		*12-Oct-22*
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☑ Yes	
Were all machinery special tools provided and in good condition?	☑ Yes	

Main Engine Condition

Was the main engine in good working condition?	Yes	
What condition did the Main Engine appear to be in?	Good	
Were Main Engine performance reports provided for review?	☑ Yes	
Were the performance reports satisfactory?	☒ No	*the main engine performance report provided was conducted at a load slightly below that which is deemed necessary to enable an accurate review of engine performance, however no obvious operational issues were highlighted*
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	Good
Pumps	Yes	Good
Coolers	Yes	Good
Air Compressors	Yes	Good
Fresh Water Generator	Yes	Good
Filters	Yes	Good
Fans	Yes	Good
Refrigeration Systems	Yes	Good

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

ECR and Electrical

Was the Engine Control Room clean and tidy?	☑ Yes
Was the Engine Control and Alarm system free of any serious alarms?	☑ Yes
Does the vessel have an Unmanned Machinery Space (UMS) notation?	☑ Yes
Does the machinery space operate in UMS mode?	☑ Yes
Were all Electrical distribution systems in good working condition?	☑ Yes
Were Main Switchboard Insulation readings adequate?	☑ Yes
Were distribution and switchboard panels protected with approved rubber matting?	☑ Yes

FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire and Safety Appliances Condition

Was the vessel free of fire hazards? ☑ Yes

Was all fire and safety equipment regularly serviced? ☑ Yes

Date of last service	02-Apr-22

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

What was the vessels Fixed fire detection systems?

Engine Room	Cargo Holds	Accomodation
☑ Flame	☒ Flame	☒ Flame
☑ Smoke	☑ Smoke	☑ Smoke
☒ Heat	☒ Heat	☑ Heat
☒ Smoke & Heat (Combined)	☒ Smoke & Heat (Combined)	☒ Smoke & Heat (Combined)

Was the fire detection system reportedly fully operational? ☑ Yes

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

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

Were all fixed fire fighting systems in good working condition?	☑ Yes
Were clear operating instructions posted for the fixed firefighting systems?	☑ Yes
Was the fixed firefighting system release protected against unauthorised operation?	☑ Yes
Was the main fire pump working?	☑ Yes
Was the emergency fire pump working?	☑ Yes
Was a fire pump tested during the inspection?	☑ Yes
Did the fire pump maintain adequate pressure?	☑ Yes
Were the main and emergency fire pumps in good condition and free of leakages?	☑ Yes
What was the condition of the fire main and ancillaries such as pipework hydrants and valves?	Good
Does the vessel have a fire control station?	☑ Yes
Were all portable equipment in place as per the fire plan?	☑ Yes
Were all fire extinguishers in good condition?	☑ Yes
Were the firefighting outfits and associated equipment in good condition?	☑ Yes

Were the International Shore Connections on board?	☑ Yes
Location:	*upper deck, external accommodation one on each side*
Was the BA equipment fully charged in good condition?	☑ Yes
Was the Emergency Generator tested during the inspection?	☑ Yes
Was the Emergency Generator in working order?	☑ Yes
Were Emergency Generator Starting instructions clearly posted?	☑ Yes
What was the condition of the Emergency Generator?	Good
Was the "18 hour" fuel level marked on the emergency generator fuel tank?	☑ Yes
Was the Quick Closing Valve system in good working order?	☑ Yes
Were fire doors in good condition and effectively closing?	☑ Yes
Were fire doors free of unauthorised "hold-open" arrangements?	☑ Yes
Were all ventilation dampers remote closing positions well labelled and in good working order?	☑ Yes
Were all remote machinery shutdown systems well labelled and in good working order?	☑ Yes

LIFESAVING APPLIANCES

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	02-Apr-22
How many lifeboats is the vessel equipped with?	1
What type of lifeboat is the vessel fitted with?	Free-fall
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Good

Were Lifeboat Engines able to be tested? ☑ Yes

Were lifeboat engines in good working order? ☑ Yes

What was the condition of the rescue boat?	Good
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?	Fair
Please provide further details	*evidence of minor oil leaks from the hydraulic power pack*
What Date is the next Davit wire due for change?	12-Mar-25

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?	18-Oct-22
Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	☑ Yes
Were Man Overboard Buoy (MOB) smoke and light signals in date?	☑ Yes
Were the embarkation ladders in a good, well maintained condition?	☑ Yes
Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates?	☑ Yes

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	☒ No
Did the vessel provide a safe working environment?	☑ Yes
Were all hazard markings clear?	☑ Yes
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	☑ Yes
Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)?	☑ Yes
Is Personal Protective Equipment (PPE) provided and worn by crew?	☑ Yes
Are 'Enclosed Space Entry' procedures implemented?	☑ Yes
Is an effective Permit To Work (PTW) process implemented?	☑ Yes
Date of last PTW:	18-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:	07-Oct-22

What is the working language of the vessel?	English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?	☑ Yes
Are all IMO signs correctly placed, and compliant with IMO requirements?	☑ Yes
Does the vessel have an adverse history of accidents and near-misses?	☒ No
Is the vessel equipped with an approved SOLAS training manual?	☑ Yes
Were the pilot ladders and boarding arrangements in a good, safe condition?	☑ Yes
Does the vessel have clear pilot boarding instructions posted?	☑ Yes
Are regular drills conducted on board?	☑ Yes

Last drill date	18-Oct-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		*11-May-20*

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	*29-Oct-22*
Category of last entry	/
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?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example Manufacturer
Type:	Electrolysis

What regulation is listed on the Ballast Water Management Certificate?	D-2
Type of BWTS approval:	USCG approval

Was the BWTS operational? ☑ Yes

What was the condition of the BWTS?	Good

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

Date of last entry — *24-Oct-22*

Is the Vessel General Permit (VGP) compliant? ☑ Yes

Due to the use of an EAL or the airseal arrangements in place for the stern tube, the vessel is considered VGP compliant in this regard for trade to the USA

How is the vessel VGP Compliant? *Environmentally Acceptable Lubricant ☑ Stern Tube EAL

Type of EAL — *Castrol Biostat 100*

Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted? ☑ Yes

Was the Sewage Treatment Plant operational? ☑ Yes

What was the condition of the Sewage Treatment Plant?	Good

Does the vessel have a sewage holding tank? ☑ 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	*31-Oct-22*
Category of last entry	*B*

Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate?	☑ Yes
Is the vessel compliant with IMO 2,020 Sulphur cap regulations?	☑ Yes
How does the vessel comply with IMO 2,020 regulations?	Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.
Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas?	☒ No
Was an Incinerator fitted?	☑ Yes
Was the Incinerator operational?	☑ Yes
What was the condition of the Incinerator?	Good
Does the vessel have an Emission Control Area (ECA) change-over log?	☑ Yes
Date of last entry	*29-May-22*

EEXI

Does the vessel have an EEDI score assigned at build? ☑ Yes

What is the EEDI score? *3.86*

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

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):	163.16

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	216.1

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	09-Apr-25

Year	What were the vessel's CII scores (From the IMO DCS data)? (gramsCO2/ton.Nautical mile)
2021	5.41
2020	4.37
2019	4.58

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	07-Jun-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	31-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	Benefit Software V 4.02

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:	9
No. of Deficiencies in Past three years:	5
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	Id check

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

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

Tests Carried out by	Onboard by Master

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

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

VESSEL CAPABILITIES AND CARGO SYSTEMS - BULK

Vessel Capabilities and Cargo Systems - Bulk Condition

Cargo hold	Capacity (m³)	Uniform deck load limit (t/m²)	Steel Coil Capacity By: Total weight (mt)
Cargo Hold No.1	13,985.77		13,247.5
Cargo Hold No.2	17,693.69		15,993.36
Cargo Hold No.3	15,383.75		15,589
Cargo Hold No.4	15,871.35		13,661.2
Cargo Hold No.5	15,994.34		14,394.75
Total	78,928.9		72,885.81

How many cargo holds does the vessel have?	5

Were the cargo holds able to be entered and inspected? ☑ Yes

Which holds were entered	Cargo Holds no. 1, no. 3 and no. 5

Were recent vessel cargo hold inspection photographs provided? ☑ Yes

Date photographs were taken: *29-Oct-22*

Were any cargo hold inspection reports or condition information provided?	☑ Yes	
Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)?	☑ Yes	
Were the cargo hold fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?	☒ No	*CH3 vertical ladder lower section found bent, CH3 pipe guard was found deformed, CH4 aft under deck catwalk handrail was found bent and detached and CH5 spiral ladder lower section was found slightly bent*

What was the level of cargo hold coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	hopper, lower stool and bulkhead plating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised

What was the last cargo carried?	Corn in bulk
What is the next intended cargo to be carried?	Copper concentrate in bulk

Were all cargo monitoring systems (e.g. bilges, temperatures, water ingress etc.) fully operational and regularly tested?	☑ Yes
Were cargo hold bilges dry, clean and clear of debris or cargo?	☑ Yes
Were the cargo holds free from signs of water ingress?	☑ Yes
Were the cargo holds free from signs of previous and/or current internal leaks (e.g. from manholes or adjacent tanks etc)?	☑ Yes

What is the method of cargo hold ventilation?	Natural

Can any cargo holds be ballasted?	☑ Yes	*number 3*

Hatch Covers Condition

What type of hatch covers are fitted?	Hydraulic folding type
What was the make of the Hatch covers?	Example Equipment Supplier

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

What level of coating breakdown and corrosion was seen on the hatch covers?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to underside plating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:	☑ Scattered	☑ Spot
Were the hatch cover operating systems found to be fully operational?	☑ Yes	

What was the condition of the hatch cover operating system, free from corrosion, leakage etc.?	Fair
Please provide further details	*evidence of minor hydraulic oil leaks on CH 2 operational controls but with crew reporting the vessel was awaiting spares*
What was the condition of the hatch cover rubber seals/gaskets and retaining channels?	Good

Were the hatch covers free from temporary means of sealing such as expanding foam or sealing tape?	☒ No	*sealing tape was seen to have been used previously*

What was the condition of hatch cover securing arrangements?	Good

What was the condition of hatch cover hold-open arrangements?	Good
What was the condition of the hatch cover landing pads?	Good

Hatch Coamings Condition

Were the hatch coamings found to be free from structural damage, paying particular attention to hatch coaming longitudinal stays? ☑ Yes

What was the level of hatch coaming coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to inner and external plating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

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

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

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

Documentation and Additional Features

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

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

Was there an approved Cargo Loading Manual on board? ☑ Yes

Is the vessel certified to carry heavy cargoes? ☒ No

Was there an approved stability booklet on board? ☑ Yes

Did the vessel use a Class-approved computer based loading/stability software? ☑ Yes

Name of software	Onboard-NAPA Version D

Were previous and current stability calculations seen to be carried out? ☑ Yes

Is the vessel fitted with equipment for the carriage of additional cargoes (e.g. Log stanchions, lashing points etc.)? ☒ No

Does the vessel carry her own cargo grabs? ☑ Yes

What types of grabs are carried	Radio controlled

What is the make and model of the grabs?

Make	Example Make
Model	Single rope radio remote control grab

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

What level of coating breakdown and corrosion was seen on the grabs?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to buckets and arms
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	30	30	16-Aug-22
2	30	30	01-Sept-14
3	30	30	01-Sept-14
4	30	30	20-Apr-22

How many Cargo Lifting Appliances does the vessel have?	4
What type of cargo lifting appliances are fitted?	Electro hydraulic deck crane, WMMP H300,160-300

Were the cargo lifting appliances seen in operation? ☒ No

Were all cargo lifting appliances fully operational? ☑ Yes

Were the cargo lifting appliances found to be free from structural damage? ☑ Yes

What level of coating breakdown and corrosion was seen on the cargo lifting appliances?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to jibs and pedestals
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

In what condition were the wires for the cargo lifting appliances?	Good
In what condition were the cargo lifting appliances motors and hydraulic systems?	Fair
Please provide further details	*evidence of minor leakage from Crane no. 2 luffing motor hose*
In what condition were the cargo lifting appliances slewing bearings?	Good
Was slewing bearing wear monitored or rocking tests conducted and recorded?	☑ Yes
Were all safety features and equipment (e.g. limit switches) fitted on the cargo lifting appliances fully operational?	☑ Yes
In what condition were the cargo lifting appliances control and operating positions, including their operator cabs if fitted?	Good
Were cargo lifting appliances regularly examined by appropriately qualified shore side technician?	☑ Yes
Were cargo lifting appliances angle indicators free to move?	☑ Yes
Was the Safe Working Load (SWL) clearly marked on the cargo lifting appliances?	☑ Yes
What condition were the cargo lifting appliances components such as sheaves, blocks and cylinders in?	Good
Were cargo lifting appliances maintenance records accurate and up to date?	☑ Yes