

**IDWAL**

Report commissioned by:

Example Client

**Organisation:**

Example Company



PRE-PURCHASE  
INSPECTION

# EXAMPLE BULK CARRIER

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IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, TURKEY

1<sup>st</sup> MAY 2023



# REPORT TERMS OF USE

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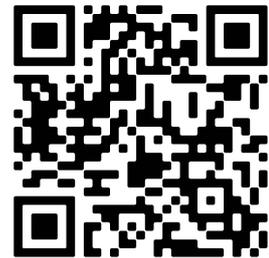
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|                                   |                             |
|-----------------------------------|-----------------------------|
| <b>Pre-sale report reference:</b> | 0/0000                      |
| <b>Report commissioned for:</b>   | Example Client              |
| <b>Organisation:</b>              | Example Company             |
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Neutral  
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## ADDITIONAL DOCUMENTS

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Vessel documents



Vessel photos



## INSPECTION SUMMARY

80

IDWAL  
GRADEExample  
port  
Turkey1 May  
2023Status:  
Standing  
by8 Hours  
AboardMajority of  
documents  
provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged, gearless Bulk Carrier vessel built to a good standard by example shipbuilding, in South Korea under example class supervision and was delivered on the 1st July 2012. The vessel remains Classed with example class.

A Pre-purchase Inspection of the vessel was conducted on the 1st May 2023 in example port, Turkey by Idwal under instruction from Example Client.

Good cooperation was provided by the ship's crew with access provided to the cargo holds, but the ballast tanks were not available for entry. 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.

## VESSEL PARTICULARS

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

The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally found to provide a safe working environment. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 8 inspections conducted in the past three years.

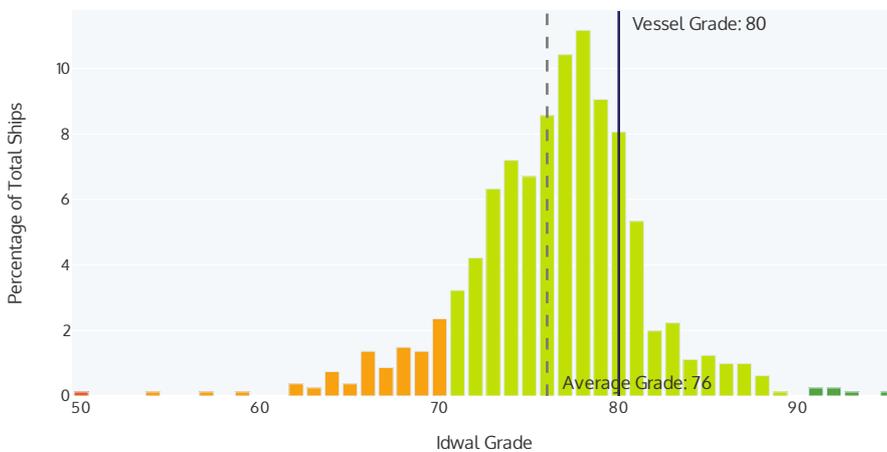
An up to date International Energy Efficiency Certificate was provided for review which stated that the vessel has an Attained EEXI of 3.47 which is at the Required EEXI of 3.47.

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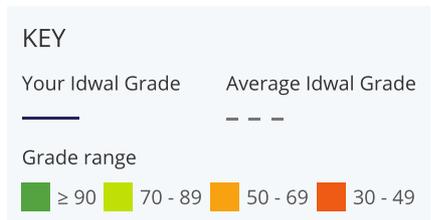
# COMPARE YOUR IDWAL GRADE

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

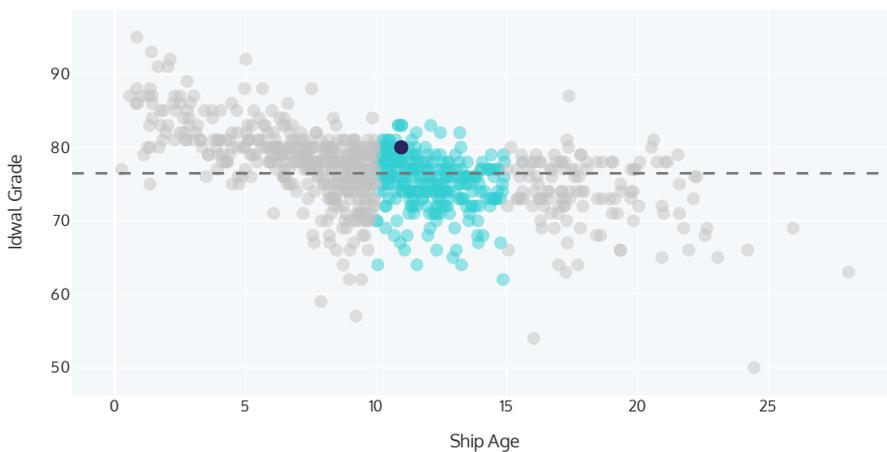
**Your Idwal Grade vs other Panamax Bulk Carrier vessels**



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



**Your Idwal Grade vs other Panamax Bulk Carrier 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.



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] |
|---|--|--|----------------------|
| — | A suspected minor indentation was sighted in way of frames 195-200 on the port side of the hull.   | To be further investigated and any required repairs conducted as soon as practical.  | \$1000 - \$5000      |
| — | Several ballast tank remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard, were noted to be out of order.  | To be further investigated and rectified as soon as practical.   | \$1000 - \$5000      |
| — | The vessel was seen to be lacking critical spares due to several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring  | Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).                           | \$1000 - \$5000      |
| — | The piping over the incinerator, located on the boiler deck, was found to be oil soaked, with fuel oil droplets observed on the incinerator indicating a potential leak.   | To be further investigated and rectified as soon as practical.   | \$1000 - \$5000      |
| — | The latest lube oil analysis reports showed 'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number, as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines. | The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use. | \$1000 - \$5000      |
| — | The hydraulic cut-off valve of the mooring winch on aft part of main deck was found with localised areas of corrosion.   | Remedial cosmetic maintenance to be carried out as soon as practical.  | <\$1000              |
| — | The provisions lifting appliance was seen to be in a fair condition with the safety latch of the hook found to be damaged and not operational.   | To be further investigated and rectified as soon as practical.   | <\$1000              |
| — | Provisions equipment was seen with excess frosting with minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external pipework.   | De-frost and rectify root cause of excess ice build-up.  | <\$1000              |

|   |  |   |         |
|---|--|---|---------|
|    | External superstructure fittings were seen to be in a fair condition with two of the lightings, fitted at port and starboard sides of engine room fan housing, were found to be damaged at the foundation. | To be further investigated and rectified as soon as practical.  | <\$1000 |
|    | The main engine was seen to be in a fair condition with the exhaust temperature gauge on cylinder number 5 noted to be opaque.   | To be further investigated and rectified as soon as practical.  | <\$1000 |
|    | One 6 litres breathing apparatus cylinder, located in the fire locker in deck store upper deck, found with low pressure - 180 bar with the required being 300 bar +/- 10%.                                 | To be further investigated and rectified as soon as practical.  | <\$1000 |
|    | The paint store fan damper was seen to be covered with nets that obstructed the access and operation, as well as missing open/close markings sighted on the ventilation dampers on poop deck.              | To be further investigated and rectified as soon as practical.  | <\$1000 |
|  | Several ventilation louvers of engine room port and starboard side fans were found to be broken.   | To be further investigated and rectified as required.   | <\$1000 |
|  | It was noted that the paint store fan was making a loud noise when in operation.   | To be further investigated and rectified as required.   | <\$1000 |
|  | Several air driven hand tools were found with tampered trigger mechanism in the deck stores.   | To be further investigated and rectified as soon as practical to ensure safe operation of all hand tools it maintained. | <\$1000 |
|  | Electrical socket box, located at the forward side of each hatch coaming were found corroded due to seawater sprays. Salt composition was apparent inside the boxes.                                       | Rubber packings of the electrical boxes are recommended to be renewed.  | <\$1000 |
|  | The vessel was seen to have a Class Actionable Item, dated September 2022, requiring a BWTS repeater panel is to be installed in the deck office.  | For information.  | \$0     |
|  | It was reported that a USCG approved BWTS is installed   | Positive.   | \$0     |
|  | The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system   | Positive.   | \$0     |
|  | The vessel has completed an out of water bottom survey within 12 months from the date of inspection.   | Positive.   | \$0     |



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.

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

An up to date International Energy Efficiency Certificate was provided for review which stated that the vessel has an Attained EEXI of 3.47 which is at the Required EEXI of 3.47. 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

**3.47**

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

Attained EEDI/EEXI

**3.47**

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

**This vessel meets the required EEDI/EEXI**

# GRADING DATA



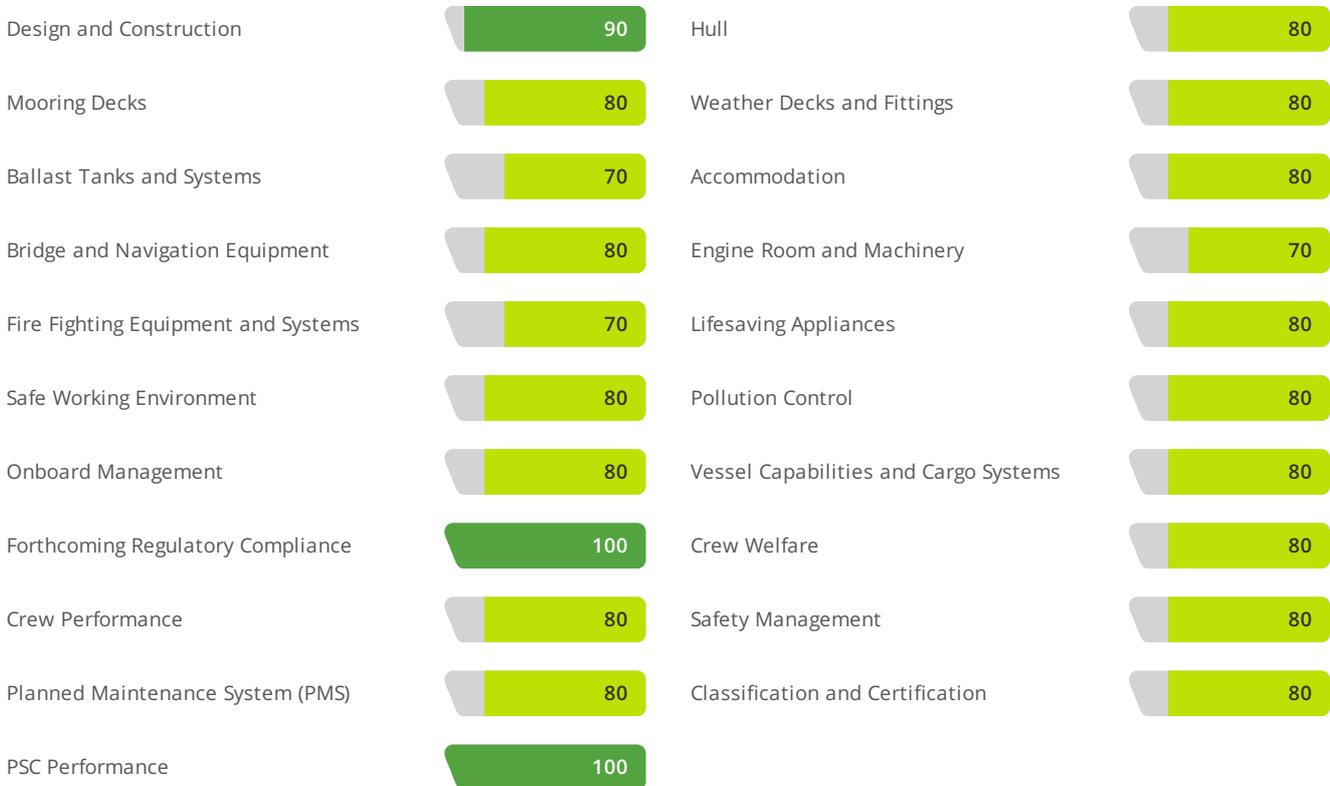
The Idwal Grade® is an industry recognised measure of asset integrity. Using proprietary algorithms, the Idwal Grade is programmatically calculated from over 500 individual data points, captured during a rigorous and standardised inspection process. Our data-driven methodology ensures that our reports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



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



## DESIGN AND CONSTRUCTION

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The construction and design was found to be good to very good overall, with the vessel built to

IACS standards and Rules in South Korea by Example Shipyard with the keel laid in December 2011. The vessel is a Bulk Carrier, with 7 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 2, MAN B&W and the vessel has 3 Auxiliary Engines, and no shaft generator. It is subject to the Enhanced Survey Program (ESP) and holds a Class notation for In Water Surveys. No Cargo Lifting Appliances are fitted and the

vessel cannot carry its own grabs. The UTM report, sighted onboard only with no digital copy provided, showed only minor steel diminution. The structure and Hull of the vessel is fitted with additional features as follows: new panama mooring fixtures. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and the engine room and machinery are fitted with MGO cooler, engine power limiter, incinerator sludge burning system, UMS capabilities, 2-stroke engine mechanical lubricator and centralised sea water cooling.

## HULL

80

The hull was seen to be in a 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, a suspected minor indentation was sighted in way of frames 195-200 on the port side but was free of coating breakdown and

corrosion. Minor abrasions were sighted around the midships area from suspected fender contact. 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 01-Sept-22, with the vessel's next out of water bottom survey due by 07-Jun-27.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]

**Issue:** A suspected minor indentation was sighted in way of frames 195-200 on the port side of the hull.

\$1000 -

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

\$5000

### 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

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## MOORING DECKS

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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 spot corrosion, up to approximately 2% of the mooring deck plating total surface area, mainly located to deck plating and around foundations of fittings. 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 generally fair condition with scattered areas of corrosion

and rust staining noted to the drums as well as to hydraulic pipework, but with band brake linings seen to have adequate remaining thickness. Anchor chains and mooring ropes were in a good overall condition. Snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a fair overall condition with it noted that the housekeeping could be improved upon. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet seen to be available near to the Foc'sle.

## WEATHER DECKS AND FITTINGS

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 spot corrosion, up to approximately 2% of the main deck plating total surface area, mainly located to deck walkways. Deck fittings were found to be in a fair condition with scattered areas of corrosion noted to the pipework, though signs of on-going cosmetic maintenance were noted. Localised areas of corrosion were also noted to sections of the side handrails however, pipework and fittings were seen

to be generally free of leakages. Deck mooring machinery were in fair overall condition with the hydraulic cut-off valve of the mooring winch on aft part of main deck found with localised areas of corrosion. The accommodation ladders and gangways were in a good overall condition, with no notable defects found however, the provisions lifting appliances fitted on the deck were in a fair overall condition with the safety latch of the hook found to be damaged and not operational.

## NOTABLE ITEMS

| Description  | Estimated Cost [USD] |
|--|----------------------|
| <p><b>Issue:</b> The hydraulic cut-off valve of the mooring winch on aft part of main deck was found with localised areas of corrosion.</p> <p><b>Corrective Action:</b> Remedial cosmetic maintenance to be carried out as soon as practical.</p> | <\$1000              |



Description

Estimated

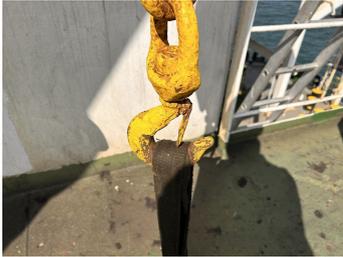
Cost  
[USD]



**Issue:** The provisions lifting appliance was seen to be in a fair condition with the safety latch of the hook found to be damaged and not operational.

**Corrective Action:** To be further investigated and rectified as soon as practical.

<\$1000



## BALLAST TANKS AND SYSTEMS

70

Ballast tanks and systems were deemed to be in a fair to good overall condition primarily due to the issues sighted to several remote gauges. No tanks could be entered as all tanks were ballasted, though the fore peak void space was available for entry, however, photographs of previous tank entries in 26-Aug-22 were provided for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and were free of coating breakdown and corrosion. Ballast tank fittings such as

ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 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 not properly operating with several remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard, noted to be out of order however, all ballast pumps were in good working order and in good visual condition.

## NOTABLE ITEMS

### Description

Estimated  
Cost  
[USD]

**Issue:** Several ballast tank remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard, were noted to be out of order.

\$1000 -

**Corrective Action:** To be further investigated and rectified as soon as practical.

\$5000



## ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with the drugs seen to be controlled and secured and with the associated drugs log kept up to date. The accommodation was found to be outfitted to an average quality. The Crew Welfare was found to be in good overall with it noted that the vessel is fitted with a paid to access unlimited use Wi-Fi system and crew were reported to have access to a minimally stocked bond store. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature and was seen to be in good condition with no defects. The galley equipment

was deemed to be in a good overall condition with all equipment reportedly in good working order. The galley was found to be in a clean condition with the galley hoods also found to be kept clean. The vessel's walk-in cold rooms were found to be clean and hygienic with temperatures at the required levels. Provision room components were seen to have isolated defects with minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external pipework. The external superstructure was found to be free of structural defects and was free of coating breakdown and corrosion. The external superstructure fittings were seen to be in a fair overall condition with two of the lightings, fitted at port and starboard sides of engine room fan housing, found to be damaged at the foundation but with all external accommodation doors in good working order and properly closing.

## NOTABLE ITEMS

| Description  | Estimated Cost [USD] |
|--|----------------------|
| <p><b>Issue:</b> Provisions equipment was seen with excess frosting with minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external pipework.</p> <p><b>Corrective Action:</b> De-frost and rectify root cause of excess ice build-up.</p> | <\$1000              |



Description

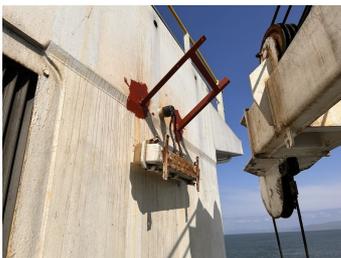
Estimated  
Cost  
[USD]



**Issue:** External superstructure fittings were seen to be in a fair condition with two of the lightings, fitted at port and starboard sides of engine room fan housing, were found to be damaged at the foundation.

<\$1000

**Corrective Action:** To be further investigated and rectified as soon as practical.



Description

Estimated

Cost [USD]



**Issue:** The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system

**Corrective Action:** Positive.

\$0

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## BRIDGE AND NAVIGATION EQUIPMENT

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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. An in-date compass deviation card was seen to be posted near to the helm and the compass deviation log was well maintained and without any major deviations. 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

70

The Engine room and machinery were found to be in a fair to good overall condition primarily due to the issues noted with the lube oil analysis results and the suspected leak noted from a section of pipework. However, no significant defects were reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, Main Engine, 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 a deteriorated condition with the piping over the incinerator, located on the boiler deck, was found to be oil soaked, with fuel oil droplets observed on the incinerator indicating a potential leak. Housekeeping was seen to be to a good overall standard with the vessel lacking critical spares as recommended by the ship manager Safety Management System (SMS). As per the provided document several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring A review of the latest lube oil analysis reports provided showed some areas of concern as follows: 'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number, as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines. The Main Engine was reported to be fully operational but was seen to be in a fair overall condition with the exhaust temperature gauge on

cylinder number 5 noted to be opaque. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours showed that the Bearings overhaul schedule is subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided and Cylinder heads, Pistons 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 hours data showed no areas of concern. 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 purifiers were not seen in operation at the time of inspection, however crew reported all were fully operational. 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 critical spares due to several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring

\$1000 -

**Corrective Action:** Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).

\$5000

Description

Estimated  
Cost  
[USD]



**Issue:** The piping over the incinerator, located on the boiler deck, was found to be oil soaked, with fuel oil droplets observed on the incinerator indicating a potential leak.

\$1000 -

**Corrective Action:** To be further investigated and rectified as soon as practical.

\$5000



Description

Estimated  
Cost  
[USD]



**Issue:** The latest lube oil analysis reports showed 'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number , as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines.

\$1000 -  
\$5000

**Corrective Action:** The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.

Description

Estimated  
Cost  
[USD]



**Issue:** The main engine was seen to be in a fair condition with the exhaust temperature gauge on cylinder number 5 noted to be opaque.

<\$1000

**Corrective Action:** To be further investigated and rectified as soon as practical.



## FIRE FIGHTING EQUIPMENT AND SYSTEMS

70

Fire Fighting Equipment and Systems were found to be in a fair to good condition overall primarily due to the low pressure sighted in on BA bottle.

The vessel was however 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 Wet Chemical 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 though BA equipment was not fully charged and ready for use with one 6 litres breathing apparatus cylinder, located in the fire locker in deck store upper deck, found with low pressure - 180 bar with the required being 300 bar +/- 10%. 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 fair overall condition, with various defects found such as the paint store fan damper seen to be covered with nets that obstructed the access and operation, as well as missing open/close markings sighted on the ventilation dampers on poop deck. Several ventilation louvers of engine room port and starboard side fans were found to be broken, as well as it noted that the paint store fan was making a loud noise when in operation. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

## NOTABLE ITEMS

| Description   | Estimated Cost [USD] |
|---|----------------------|
| <p><b>Issue:</b> One 6 litres breathing apparatus cylinder, located in the fire locker in deck store upper deck, found with low pressure - 180 bar with the required being 300 bar +/- 10%.</p> <p><b>Corrective Action:</b> To be further investigated and rectified as soon as practical.</p> | <\$1000              |

Description

Estimated  
Cost  
[USD]



**Issue:** The paint store fan damper was seen to be covered with nets that obstructed the access and operation, as well as missing open/close markings sighted on the ventilation dampers on poop deck.

**Corrective Action:** To be further investigated and rectified as soon as practical.

<\$1000



Description

Estimated  
Cost  
[USD]



**Issue:** Several ventilation louvers of engine room port and starboard side fans were found to be broken.

**Corrective Action:** To be further investigated and rectified as required.

<\$1000



Description

Estimated  
Cost [USD]



**Issue:** It was noted that the paint store fan was making a loud noise when in operation.

**Corrective Action:** To be further investigated and rectified as required.

<\$1000

## 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 1 free-fall lifeboat, which was seen to be in good overall condition externally and internally. 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 3 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering

arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

## SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA)

were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good, safe condition. Regular drills were conducted on board with the last drill conducted on the 11-May-23, which was an Fire in Engine room drill. Several air driven hand tools were however found with tampered trigger mechanism in the deck stores.

## NOTABLE ITEMS

Description

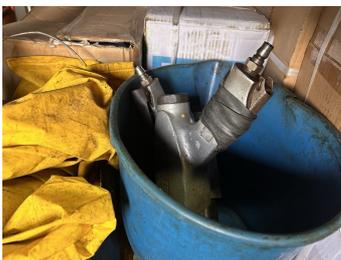
Estimated  
Cost  
[USD]

**Issue:** Several air driven hand tools were found with tampered trigger mechanism in the deck stores.



**Corrective Action:** To be further investigated and rectified as soon as practical to ensure safe operation of all hand tools it maintained.

<\$1000



## 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 locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 20-May-23. It was reported that a US coastguard approved Ballast Water Treatment System (BWTS) is fitted which was found to be fully operational and in good overall condition. The vessel was seen to have a Class Actionable Item, dated

September 2022, requiring a BWTS repeater panel is to be installed in the deck office. 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 21-Apr-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 18-Oct-22. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

## NOTABLE ITEMS

| Description  | Estimated Cost [USD] |
|--|----------------------|
| <p><b>Issue:</b> The vessel was seen to have a Class Actionable Item, dated September 2022, requiring a BWTS repeater panel is to be installed in the deck office.</p> <p><b>Corrective Action:</b> For information.</p> | \$0                  |

## Description

Estimated  
Cost [USD]**Issue:** It was reported that a USCG approved BWTS is installed**Corrective Action:** Positive.

\$0

## Description

Estimated  
Cost  
[USD]**Issue:** The vessel is fitted with an Environmentally Acceptable Lubricant (EAL) in the stem tube and is therefore Vessel General Permit (VGP) compliant in this regard.**Corrective Action:** Positive.

\$0

## ONBOARD MANAGEMENT

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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 very good with 0 deficiencies and 0 detentions in the 8 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. Holds 2 and 4 were entered for inspection and photographs of previous hold entries from 19-Apr-23 were provided for review. The inspected cargo holds were found to be free of structural defects and had only minor localised spot corrosion, up to approximately 2% of the surface area, mainly located to bulkheads. Cargo hold fittings such as ladders, handrail and pipe guards etc. were seen to be generally free of damage. The last cargo carried was Coal (Coking, Steam Coal), with the next intended cargo reported to be Grain (Wheat, Maize, Rye, Barley etc). 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 Side rolling 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 spot corrosion, up to approximately 5% of the surface area, mainly located to the topsides, more so around covers 1, 2, and 3. Hatch cover operating systems were in full working order and were seen to be in good condition, free of corrosion and leakages. Hatch cover rubber seals and retaining channels were in good overall condition and free of temporary means of sealing such as foam or sealing tape. 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 were free of coating breakdown and corrosion. 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 gearless.

## NOTABLE ITEMS

| Description   | Estimated Cost [USD] |
|---|----------------------|
| <p> <b>Issue:</b> Electrical socket box, located at the forward side of each hatch coaming were found corroded due to seawater sprays. Salt composition was apparent inside the boxes.</p> <p><b>Corrective Action:</b> Rubber packings of the electrical boxes are recommended to be renewed.</p> | <\$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 <sup>3</sup>         |
| Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity: | 2,444.5 m <sup>3</sup> |
| Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:              | 251.9 m <sup>3</sup>   |

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

Does the vessel have any energy efficiency technologies installed?  No

## Engines Table

|  | Main Engine 1 | Main Engine 2 | Aux Engine 1 | Aux Engine 2 | Aux Engine 3 | Aux Engine 4 |
|--|---------------|---------------|--------------|--------------|--------------|--------------|
| Designer   | MAN B&W       | N/A           | MAN B&W      | MAN B&W      | MAN B&W      |              |
| Model  | MC-C          |               | 6L16/24      | 6L16/24      | 6L16/24      |              |
| Mark/Series/Revision   | 8             |               |              |              |              |              |
| Number of Cylinders  | 6             |               | 6            | 6            | 6            |              |
| Speed (RPM)  | 92.8          |               | 1,200        | 1,200        | 6,601,200    |              |
| Bore (mm)  | 600           |               | 160          | 160          | 160          |              |
| Stroke (mm)  | 2,400         |               | 240          | 240          | 240          |              |
| 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 | 185.6         |               | 207          | 207          | 207          |              |
| Nox Tier   | 2             |               | 2            | 2            | 2            |              |
| Fuel Oil Consumption at full load (tonnes/day)   | 46.3          |               | 3.31         | 3.3          | 3.3          |              |
| Cylinder Oil Consumption (litres/day)  | 130           |               | 10           | 10           | 10           |              |
| System Oil Consumption (litres/day)  | 33            |               |              |              |              |              |

|   |  |  |        |        |        |  |
|---|--|--|--------|--------|--------|--|
| Major Overhaul Interval (Hours)           |  |  | 16,000 | 16,000 | 16,000 |  |
| Running Hours since last overhaul (Hours) |  |  | 14,332 | 14,730 | 4,521  |  |

|                 | Vessel Speed (knots) | Consumption (t/day) |
|-----------------|----------------------|---------------------|
| Loaded Eco      | 11.2                 | 17.5                |
| Loaded Service  | 12.5                 | 23.0                |
| Ballast Eco     | 11.5                 | 17.1                |
| Ballast Service | 12.8                 | 21                  |

### Main Engine Maintenance

| Component       | Condition Based Monitoring? | Overhaul Interval |
|-----------------|-----------------------------|-------------------|
| Cylinder Heads  |                             | 24,000            |
| Pistons         |                             | 24,000            |
| Bearings        | Yes                         |                   |
| Cylinder Liners |                             | 24,000            |

Main Engine No.1

Unit Running Hours

|                 | 1     | 2     | 3     | 4     | 5     | 6     | 7 | 8 | 9 | 10 | 11 | 12 |
|-----------------|-------|-------|-------|-------|-------|-------|---|---|---|----|----|----|
| Cylinder Heads  | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 |   |   |   |    |    |    |
| Pistons         | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 |   |   |   |    |    |    |
| Bearings        | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 |   |   |   |    |    |    |
| Cylinder Liners | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 | 3,448 |   |   |   |    |    |    |

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

| Survey                   | Date Last Completed | Date Next Due |
|--------------------------|---------------------|---------------|
| Main / Special / Renewal | 08-Jun-22           | 07-Jun-27     |
| Intermediate             |                     | 08-Jun-25     |
| Annual                   | 08-Jun-22           | 08-Jun-23     |
| Bottom In Water          |                     | 31-Aug-25     |
| Bottom in dry dock       | 01-Sept-22          | 07-Jun-27     |

*What was the location of the last out-of-water docking?*

*Example shipyard*

Is the vessels last dry dock report provided and attached?

No

*The drydocking report was provided in printed copy and during the inspection reviewed. The vessel completed her 2nd. special survey during the dry docking between 22-08-2,022 and 01-09-2,023. Following works had been completed during the dry docking : 1- Wear down measurement of tail shaft and rudder, 2- Over/board valve inspection, 3- Boiler pressure test, 4- Load test of lifting appliances/accommodation ladders, 5- Measurement of anchor chain, 6- Measurement of Main Engine ; - Piston rods, - Liners (6 units), - Stuffin box, 7- Propeller polishing, 8- Steel renewal at: - Side shell Stbd side : 350x350x16 AH36, - Port side girder, fr.29 : 400x600x16 AH36, - Bilge Keel Starboard side : 4,500x250x12 x 16 AH36 9. High pressure washing of hull and recoated.*

*Provide details of works done in last dry dock*

Has the vessel remained with the same flag since build?

No

*Please provide details of previous flags*

*Example flag*

Has the vessel remained with the same Class since build?

Yes

In total, how many of the following does the vessel have?: Conditions of Class, Recommendations of Class, Statutory Findings, Statutory Items, Conditions of Authority, Etc.

0

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

Yes

*Please provide further details*

*one detailing that a BWTS repeater panel is to be installed in the deck office, as well as several others of an informative and statutory nature*

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

1,000,000

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

Standing by

## DESIGN AND CONSTRUCTION

### Design and Construction Condition

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

Under what IACS Class society supervision was the vessel built?

Example Class

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

Yes

Did the UTM report show any diminution of steelwork?

Minor

*Please provide further details*

*The latest UTM report provided showed minor levels of steel diminution.*

### Hull & Structure

What features were seen on the hull?

New Panama mooring fixtures

*Retrofit was carried out during the last dry docking.*

### Bridge & Communication

What features were seen on the bridge?

Differential-GPS

*2 DGPS units were installed on the bridge.*

## Engine Room & Firefighting

What features were seen in the engine room?

MGO Cooler

*3 Plate type, MGO coolers were provided on board for main engine, auxiliary engines and the boiler. Maker : SPX.*

Engine Power Limiter (EPL)

***What is the new maximum power of the Main Engine as limited by the EPL? (kW)*** 6,853

*Kongsberg power limitation software was installed which was integrated to governor unit.*

Incinerator sludge burning system

*500,000 kcal/h, 581 kw incinerator was provided.*

UMS Capabilities (regardless of Class notation)

*The vessel was classified with UMS notation and the engine room was maintained in UMS mode.*

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

*Alpha lubricator was provided.*

Centralised Sea Water cooling

# 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

*suspected minor indentation sighted in way of frames 195-200 on the port side*

What was the level of Hull coating breakdown and corrosion?

None

What was the condition of the hull markings?

Well painted and clearly legible

What level of marine fouling was seen?

None

Were fenders installed on the hull?

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:

to deck plating and around foundations of fittings

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

2%

Type of coating breakdown and corrosion:

Localised

Spot

What was the general condition of the deck fittings?

Good

Were fairleads and mooring rollers free to move when tested?  Yes

Were all mooring machinery reported to be fully operational?  Yes

What type of windlass(es) and winches were fitted?

Hydraulic

Were the windlass(es) and winches seen to be free of hydraulic oil leaks?  Yes

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

What was the condition of the mooring machinery?

Fair

*Please provide further details*

*scattered areas of corrosion and rust staining noted to the drums as well as to hydraulic pipework*

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

Moderate/Adequate

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*

10-Sept-22

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

Signs at the entrance to the mooring decks

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

Yes

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

Structurally sound with no visible damage

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

Coatings fully intact with no corrosion

Was the condition of the bosun's store housekeeping?

Fairly neat with some scattered equipment

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

Yes

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

Yes

## WEATHER DECKS AND FITTINGS

### Weather Decks and Fittings Condition

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

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

Minor

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

to deck walkways

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

2%

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.?

Fair

*Please provide further details*

*scattered areas of corrosion noted to the pipework, though signs of on-going cosmetic maintenance were noted. Localised areas of corrosion were also noted to sections of the side handrails*

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

What was the condition of the mooring winches?

Fair

*Please provide further details*

*hydraulic cut-off valve of the mooring winch on aft part of main deck was found with localised areas of corrosion*

Were deck equipment and pipework free of leakages?  Yes

What was the condition of the accommodation ladders or gangways?

Good

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

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

Fair

*Please provide further details*

*safety latch of the hook was found to be damaged and not operational*

Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.

Yes

*a spare anchor was secured on main deck, starboard side.*

## BALLAST TANKS AND SYSTEMS

### Ballast Tanks and Systems Condition

Were ballast tanks entered?

No

*Please provide further details*

*Reason tanks were not entered: all tanks were ballasted, though the fore peak void space was available for entry*

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

Yes

*Date photos were provided:*

26-Aug-22

Were inspection reports or reports of the tanks condition provided?

Yes

Were the tanks free of any structural damage or indentations?

Yes

What was the level of Ballast Tank coating breakdown and corrosion?

None

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

Good

Were the ballast tanks fitted with sacrificial anodes?

Yes

*Anode depletion:*

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)?

No

*several remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard, were noted to be out of order*

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 found to be controlled and secured with the associated drugs log kept up to date?  Yes

What was the quality of accommodation outfitting?

Average quality of outfitting

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

What was the condition of the AHU?

Good

### Galley Condition

What was the level of cleanliness in the Galley?

Clean

Was all galley equipment operational?

Yes

What was the general condition of galley equipment?

Good

Were the insides of Galley hoods clean?

Yes

What type of cold provisions stores does the vessel have?

Walk-in stores / Cold rooms

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

Yes

Were provisions stores clean and hygienic?

Yes

Were provisions stores at the required temperatures?

Yes

Were provision stores temperatures recorded and records kept nearby?

Yes

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

No

*minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external pipework*

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

Yes

### External Areas Condition

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

Yes

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

Yes

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

None

|   |      |
|---|------|
| What was the general condition of external superstructure fittings? | Fair |
|---|------|

Please provide further details

two of the lightings, fitted at port and starboard sides of engine room fan housing, were found to be damaged at the foundation

## 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, Unlimited |
|------------------------------|---------------------|

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

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

Yes

What Public Recreation equipment did the crew have access to?

- Free Weights
- Treadmill
- Television
- Entertainment Library - Books, DVDs, Games, etc.
- En-suite facilities for all crew members
- Fixed weight machine
- Basketball hoop
- Karaoke
- Barbecue

|   |      |
|---|------|
| 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

Does the vessel have any onboard training facilities?

Yes

Type of onboard training facilities:

Seagull

Is there a crew suggestion policy in place?

No

*Please provide further details*

*complaint procedure was in place instead of the suggestion policy.*

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?  Yes

Was the bridge found to be clean and well maintained with good housekeeping?  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*

19

Does the vessel receive up to date weather information?

Yes

20-May-23

**What type of weather updating service does the vessel use?**

Digital subscription

Was an in-date compass deviation card posted near to the helm?

Yes

Was a compass deviation log kept, up to date and free of any major deviations?

Yes

Were azimuth rings (bearing diopters) found to be available on the bridge?

Yes

### Communication Condition

What GMDSS sea areas was the vessel licensed to cover?

A1

A2

A3

A4

Were the radio batteries seen to be in good condition?

Yes

Were the EPIRBs, SARTs and Emergency Hand Held VHF Batteries within their expiry dates?

Yes

#### Battery expiry dates

EPIRBs

01-Dec-23

SARTs

01-Nov-26

VHF

16-Oct-24

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

Yes

### Documentation Condition

Were berth to berth passage plans seen on-board?

Yes

Were passage plans signed by all navigating officers?

Yes

What format were nautical publications provided in?

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*

20-May-23

### 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
- Main Engine(s)
- 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?

- 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

*several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring*

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

*'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number, as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines*

- Was the NOx Technical file kept up to date?  No *not provided for review*
- 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?

Fair

*Please provide further details*

*the exhaust temperature gauge on cylinder number 5 was noted to be opaque*

- 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                | 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?  No *the piping over the incinerator, located on the boiler deck was found to be oil soaked with fuel oil droplets observed on the incinerator indicating a potential leak*

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

27-Mar-23

Were all relevant Fire and Safety instructions correctly posted?  Yes

What was the vessels Fixed fire detection systems?

|   | Engine Room   | Cargo Holds   | Accommodation   |
|---|---|---|---|
| <input checked="" type="checkbox"/> Flame                   |
| <input checked="" type="checkbox"/> Smoke                   |
| <input checked="" type="checkbox"/> Heat                    |
| <input checked="" type="checkbox"/> 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                                     |
|---|---|--|
| <input checked="" type="checkbox"/> CO2         | <input checked="" type="checkbox"/> CO2         | <input checked="" type="checkbox"/> Water Mist   |
| <input checked="" type="checkbox"/> Foam        | <input checked="" type="checkbox"/> Deck Foam   | <input checked="" type="checkbox"/> Galley CO2   |
| <input checked="" type="checkbox"/> Water Spray | <input checked="" type="checkbox"/> Water Spray | <input checked="" type="checkbox"/> Wet Chemical |
| <input checked="" type="checkbox"/> None        | <input checked="" type="checkbox"/> None        | <input checked="" type="checkbox"/> 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:*

*Starboard side, upper deck*

Was the BA equipment fully charged in good condition?  No

*6 liters breathing apparatus cylinder, located in the fire locker in deck store, upper deck was found with low pressure, 180 bar with the required being 300 bar +/- 10%*

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?  No

*missing open/close marking on the ventilation dampers on poop deck*

Were all remote machinery shutdown systems well labelled and in good working order?  No

*paint store fan damper was seen to be covered with nets that obstructed the access and operation*

## LIFESAVING APPLIANCES

### Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced?  Yes

Date of last service:

27-Mar-23

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?

3

What was the condition of the life rafts?

Good

Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged?  Yes

What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?

Good

What Date is the next Davit wire due for change?

28-Jun-27

Were legible launching/recovery instructions posted near to survival craft?

Yes

Was evidence of regular maintenance, service and inspection of the launching appliances sighted and evident?

Yes

What was the date of the last abandon ship drill?

27-Apr-23

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:**

20-May-23

- 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:**

20-Feb-23

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

Is the vessel equipped with an approved SOLAS training manual?

Yes

Were the pilot ladders and boarding arrangements in a good, safe condition?

Yes

Are regular drills conducted on board?

Yes

Last drill date

11-May-23

Last drill type

Fire in Engine room

# 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

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*

*22-Dec-21*

Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?  Yes

Means of securing  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*

20-May-23

*Category of last entry*

C-12.4

Were previous bunkering checklists correctly filled out?  Yes

*Date of last bunkering*

27-Mar-23

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*

08-Apr-23

Is the Vessel General Permit (VGP) compliant?

Yes

*Due to the use of an EAL or the airtight 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*

*Clarity Synth. EA Hydraulic 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

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*

21-Apr-23

*Category of last entry*

C

### Air - Marpol Annex VI

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*

18-Oct-22

### EEXI

Does the vessel have an EEDI score assigned at build?

Yes

*What is the EEDI score?*

3.47

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):

185.6

**Auxiliary Engines**

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

207

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

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

07-Jun-27

## 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**

27-Feb-23

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**

22-May-23

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   | Danaos                |

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:  | 8 |
| No. of Deficiencies in Past three years: | 0 |
| No. of Detentions in Past three years:   | 0 |

Is the vessel flag targeted by Port State Authorities?  No

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

|                        |   |
|------------------------|---|
| Type of access control | ID check, deck watch at access. Security Level was 1. |
|------------------------|---|

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

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

|                      |                   |                  |
|----------------------|-------------------|------------------|
| Tests Carried out by | Onboard by Master | External Company |
|----------------------|-------------------|------------------|

Were the Master and crew prepared for the Inspection?  Yes

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

Good

Were documents provided as requested?

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 (m <sup>3</sup> ) | Uniform deck load limit (t/m <sup>2</sup> ) | Steel Coil Capacity By:<br>Total weight (mt) |
|-----------------|----------------------------|---|--|
| Cargo Hold No.1 | 12,780                     | 20  |  |
| Cargo Hold No.2 | 13,985                     | 20  |  |
| Cargo Hold No.3 | 13,990                     | 20  |  |
| Cargo Hold No.4 | 13,990                     | 20  |  |
| Cargo Hold No.5 | 13,990                     | 20  |  |
| Cargo Hold No.6 | 13,990                     | 20  |  |
| Cargo Hold No.7 | 13,811                     | 20  |  |
| <b>Total</b>    | <b>96,536</b>              |   | <b>0</b>                                     |

How many cargo holds does the vessel have?

7

Were the cargo holds able to be entered and inspected?

Yes

Which holds were entered

holds 2 and 4

Were recent vessel cargo hold inspection photographs provided?  Yes

*Date photographs were taken:*

19-Apr-23

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?  Yes

What was the level of cargo hold 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:

2%

Type of coating breakdown and corrosion:

Localised

Spot

What was the last cargo carried?

Coal (Coking, Steam Coal)

What is the next intended cargo to be carried?

Grain (Wheat, Maize, Rye, Barley etc)

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

*No.4 Cargo Hold*

### Hatch Covers Condition

What type of hatch covers are fitted?

Side rolling

What was the make of the Hatch covers?

MacGregor

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 the topsides, more so around covers 1, 2, and 3

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.?

Good

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?

Yes

|   |      |
|---|------|
| 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? | None |
|--|------|

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?  Yes

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

Example Software

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?  No

# CARGO LIFTING APPLIANCES

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Cargo Lifting Appliances Condition