Report commissioned by:

Example Client

Organisation:

Example Company

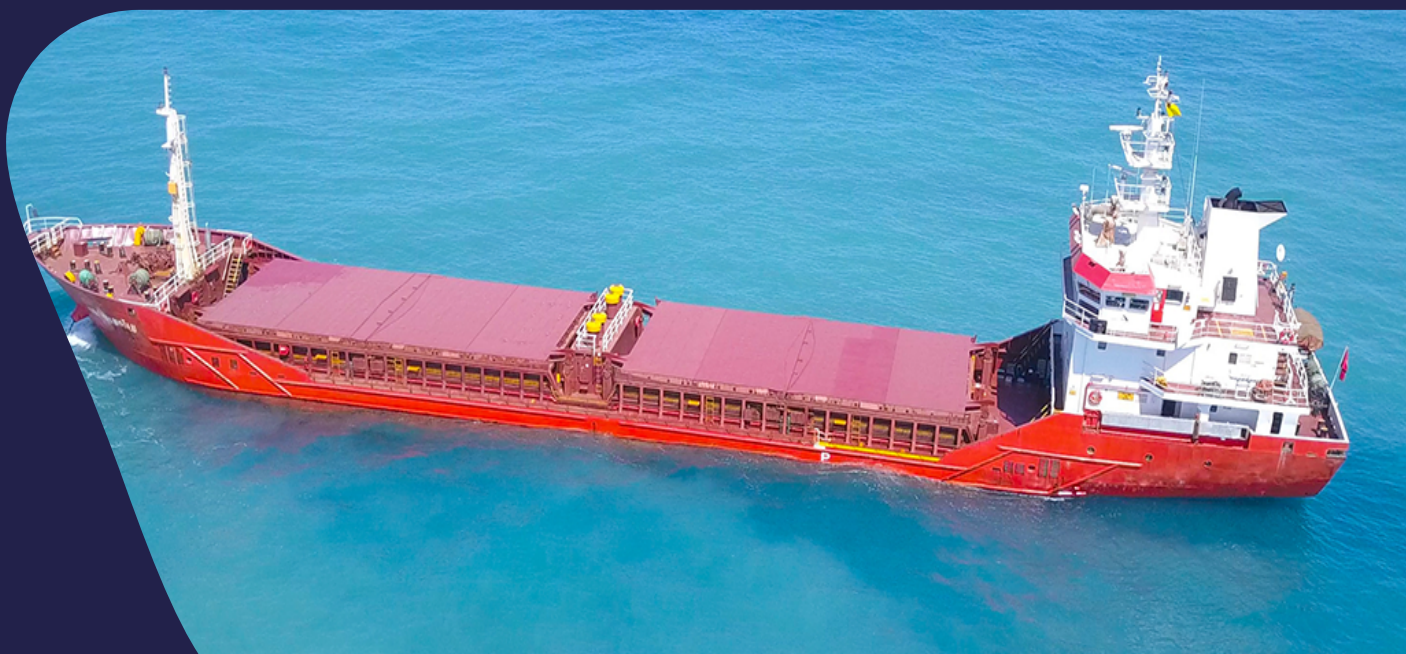
CONDITION REPORT

EXAMPLE GENERAL CARGO

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, BELGIUM

1st MAY 2023



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Report commissioned for:	Example Client
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At Idwal, we are proud to run a carbon neutral business and provide the industry's first carbon neutral inspection service. Idwal has been carbon neutral since 2021 and has achieved PAS 2060 certification from Carbon Footprint Ltd.

Carbon Neutral Organisation PAS 2060

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ADDITIONAL DOCUMENTS

Vessel documents

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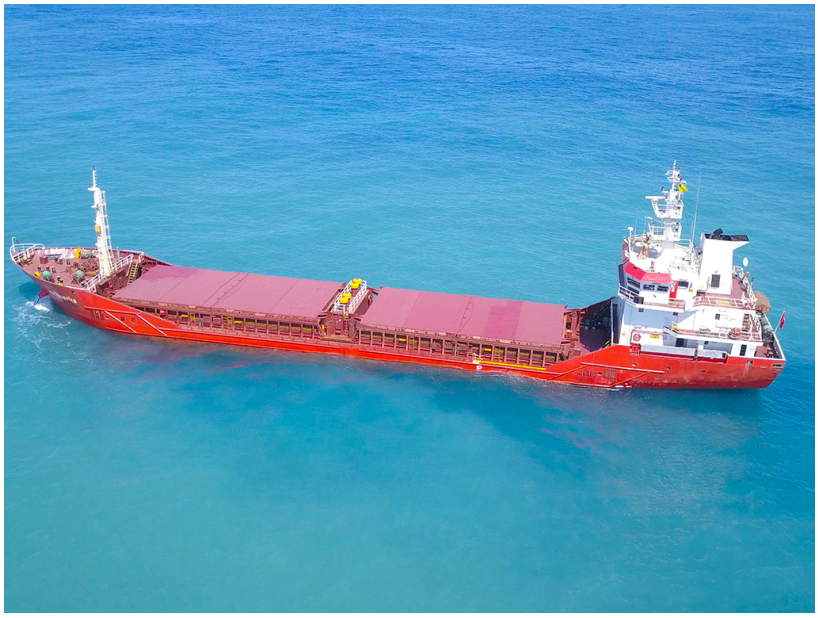
INSPECTION SUMMARY



Example port Belgium

1 May 2023

Status: Loading

12.5 Hours Aboard

Majority of documents provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged, geared General Cargo vessel built to a good standard by example shipyard, in Poland under example class supervision and was delivered on the 1st January 2000. The vessel is now Classed with example class.

A Condition Inspection of the vessel was conducted on the 1st May 2023 in example port, Belgium by Idwal under instruction from Example Company.

Good cooperation was provided by the ship's crew; however no access was granted to the holds or ballast tanks. The vessel was alongside, loading 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.

76 IDWAL GRADE

VESSEL PARTICULARS

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

The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally maintained to a good standard. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 7 deficiencies and 0 detentions in the 6 inspections conducted in the past three years.

The vessel's 2021 Carbon Intensity Indicator (CII) score which was the latest provided, was reported to be 21.08, which places the vessel in Band D for that 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 E by 2023 when the regulations come into force. This means that the vessel will be required to create a carbon reduction plan in 2023.

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	The PMS was seen with overdue critical maintenance such as main engine component overhauls, auxiliary engine overhauls and maintenance relating to items such as emergency lights and fire doors. Reportedly the PMS intervals were different from those recommended by manufacturers.	A plan should be put in place were required to achieve overdue maintenance. Reviewing the PMS might be considered.	**$50000+**
✖	At the time of the inspection the Air Handling Unit (AHU) was out of order, undergoing repair.	For information, the unit should be repaired if not done so already.	**$0**
−	Items in the engine room such as auxiliary engines and the bow thruster were seen with minor leaks.	To be rectified as soon as possible.	**$5000 - $20000**
−	The latest lube oil analysis reports showed auxiliary engine 1 with a critical alert for low viscosity, bow thruster seen with caution alert for low viscosity and stern tube seen with caution alert for water content.	The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	**$5000 - $20000**
−	Mooring ropes were seen with some areas of wear.	Mooring ropes to be renewed when required.	**<$1000**
−	The provisions lifting appliance was seen with leaks from hoses.	To be rectified when possible.	**<$1000**
−	Firefighting outfits were seen with areas of wear.	to be replaced if required.	**<$1000**
−	The Emergency Generator fuel tank was seen with a leak.	to be rectified as required.	**<$1000**
−	Some public toilets were seen to be out of use.	To be rectified as soon as practical.	**<$1000**
−	The vessel has a memo of Class relating to indents to shell plating near No.3 cofferdam between MGO and FW tanks and in way of auxiliary engine room. It was also noted the vessel has a memo of Class stating the 3rd and 4th propeller blade have a nip.	For information.	**$0**

	It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance.	This is recommended to be further investigated.	**$0**
	Ballast tanks were seen with scattered corrosion, covering approximately 5- 10% of the ballast tanks total surface area, mainly located on upper areas.	Areas of coating breakdown and corrosion should be addressed when possible.	**$0**
	Control box for hatch 2 was seen with a leak.	To be investigated and rectified as required.	**$0**
	The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system.	None.	**$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 observation.	**$0**

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

GRADING DATA

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

SUB GRADES

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

Condition	74	Management	81

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

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

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS example standards and Rules in Poland by shipyard with the keel laid on 10-July-2000. The vessel is a General Cargo, with 2 holds, driven by a controllable pitch propeller. The Main Engine is a NOx Tier 1, MAN B&W and the vessel has 2 Auxiliary Engines, and a shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys. 2 Cargo Lifting Appliances are fitted. The UTM report showed only minor steel diminution. 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 reportedly fitted with incinerator sludge burning system, UMS capabilities, centralised sea water cooling and dual air handling unit refrigeration compressors.

HULL

80

The hull was seen to be in a good overall condition, with the hull able to be inspected from the starboard side only. The vessel was found to be free of major structural defects, however, the vessel has a memo of Class relating to indents to shell plating near No.3 cofferdam between MGO and FW tanks and in way of the auxiliary engine room. It was also noted the vessel has a memo of Class stating the 3rd and 4th propeller blade have a nip. The hull was seen wot be largely free of coating breakdown and corrosion, however some minor surface corrosion was seen , up to approximately 2% of the surface area, mainly located on the bow. Hull markings were well painted and legible with minor marine fouling observed. The vessel's last out of water bottom survey was carried out on 08-May-21, with the vessel's next out of water bottom survey due by 08-May-26.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel has a memo of Class relating to indents to shell plating near No.3 cofferdam between MGO and FW tanks and in way of auxiliary engine room. It was also noted the vessel has a memo of Class stating the 3rd and 4th propeller blade have a nip. **Corrective Action:** For information.	$0

MOORING DECKS

80

The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and significant coating breakdown and corrosion. Deck fittings such as rollers and valves seen with instances of localised corrosion but with fairleads and mooring rollers free to turn when tested. All Electric windlasses and winches were reported to be fully operational. Mooring machinery was in generally good condition with the band brake linings seen to have substantial thicknesses. Anchor chains were in a good condition, however some mooring ropes were seen with areas of wear. Mooring practices were seen to be poor, due to ropes seen kept on drum ends and too many turns on split drums. Snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun / Foc'sle store was not available for inspection. The emergency towing booklet was seen to be available near to the Foc'sle.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Mooring ropes were seen with some areas of wear. **Corrective Action:** Mooring ropes to be renewed when required.	<$1000

WEATHER DECKS AND FITTINGS

80

The Weather Decks and Fittings were seen to be in fair condition overall, with the decks found to be free of structural defects and significant coating breakdown and corrosion. 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 however, the provisions lifting appliances fitted on the deck was seen with evidence of leaks from hoses.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The provisions lifting appliance was seen with leaks from hoses. **Corrective Action:** To be rectified when possible.	<$1000

BALLAST TANKS AND SYSTEMS

70

Ballast tanks and systems were deemed to be in a fair to good overall condition due to the coating breakdown and corrosion seen. No tanks could be entered as no tanks were prepared for entry however, photographs of previous tank entries in 22-Nov-22 were provided for review. From the photographs provided, it was seen that the ballast tanks were generally free of significant structural defects and had scattered corrosion, covering approximately 5 - 10% of the ballast tanks total surface area, mainly located on upper areas. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 10%. Tanks were seen to have a minimal amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be fully operational and all ballast pumps were in good working order and in good visual condition.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Ballast tanks were seen with scattered corrosion, covering approximately 5- 10% of the ballast tanks total surface area, mainly located on upper areas. **Corrective Action:** Areas of coating breakdown and corrosion should be addressed when possible.	$0

ACCOMMODATION

60

The accommodation areas were seen to be in a fair condition overall, as at the time of the inspection the Air Handling Unit (AHU) was out of order, undergoing repair. Also Some public toilets were seen to be out of use. Floor and wall coverings were 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 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 stand alone/domestic cold provisions stores were found to be clean and hygienic with temperatures at the required levels. The external superstructure was found to be free of structural defects and was free of coating breakdown and corrosion. The external superstructure fittings were seen to be in a good overall condition with all external accommodation doors in good working order and properly closing.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: At the time of the inspection the Air Handling Unit (AHU) was out of order, undergoing repair. **Corrective Action:** For information, the unit should be repaired if not done so already.	$0

Description	Estimated Cost [USD]
Issue: Some public toilets were seen to be out of use. **Corrective Action:** To be rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system. **Corrective Action:** None.	$0

BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's 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 Paper and Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

ENGINE ROOM AND MACHINERY

60

The Engine room and machinery were found to be in a fair overall condition, due to the overdue main and auxiliary engine overhauls. However reportedly there was a plan to overhaul the overdue main engine units at an upcoming port call. 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 with pipework lagging seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed some areas of note. Auxiliary engine 1 was seen with critical alert for low viscosity, bow thruster seen with caution alert for low viscosity and stern tube seen with caution alert for water content. The NOx Technical file was up to date and last updated on 12-Dec-22. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours provided by the crew showed that the Bearings overhaul schedule is subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided, Cylinder liners overhauls were within the service hours and Cylinder heads were due an overhaul on units No. 1, No. 2, No. 4, No. 6, No. 7 and No. 8 and Pistons were due an overhaul on units No. 1, No. 2, No. 4, No. 6, No. 7 and No. 8. Propulsion systems, such as shafts, gearing and bearings were in good working order with no defects reported or sighted, however the bow thruster was seen with evidence of leaks. The 2 Auxiliary Engines were reported to be fully operational but were seen with evidence of leaks. Auxiliary engines running hours data provided by the crew showed that Auxiliary Engine No.1 and No.2 were overdue a major overhaul. The vessel's thermal oil 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, but wasn't free of leakage. The emergency steering instructions were 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 PMS was seen with overdue critical maintenance such as main engine component overhauls, auxiliary engine overhauls and maintenance relating to items such as emergency lights and fire doors. Reportedly the PMS intervals were different from those recommended by manufacturers.

Corrective Action: A plan should be put in place were required to achieve overdue maintenance. Reviewing the PMS might be considered.

$50000+

Description	Estimated Cost [USD]

Issue: Items in the engine room such as auxiliary engines and the bow thruster were seen with minor leaks.

Corrective Action: To be rectified as soon as possible.

$5000 - $20000



Description	Estimated Cost [USD]

Issue: The latest lube oil analysis reports showed auxiliary engine 1 with a critical alert for low viscosity, bow thruster seen with caution alert for low viscosity and stern tube seen with caution alert for water content.

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.

$5000 - $20000

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 CO2 and Water Spray fixed firefighting in the engine room, CO2 and Water Spray for the cargo areas and Galley CO2 in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits were seen with areas of wear and however associated equipment was seen to be in good condition and BA equipment was fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order but the fuel tank was seen with a leak. 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Firefighting outfits were seen with areas of wear. **Corrective Action:** to be replaced if required.	<$1000

	Description	Estimated Cost [USD]
	Issue: The Emergency Generator fuel tank was seen with a leak. **Corrective Action:** to be 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 2 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 overall condition, however some localised corrosion was seen on rescue boat davit, particularly on wire guides. Evidence of regular inspection and maintenance was provided and sighted. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked though improvements could be made to external walkways as no nonslip paint was applied. 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 05-May-23, which was a pollution control and 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 operationally 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 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 13-May-23. It was reported that an IMO approved Ballast Water Treatment System (BWTS) is fitted onboard with no documentation provided onboard to verify it's USCG compliance which 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, however no evidence was seen that EAL was in use in the Bow thruster. 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 09-May-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 03-May-23. 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: It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance. **Corrective Action:** This is recommended to be further investigated.	$0

	Description	Estimated Cost [USD]
✓	**Issue:** 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. **Corrective Action:** Positive observation.	$0

ONBOARD MANAGEMENT

70

Onboard management was found to be fair to good overall, due to the backlog of maintenance tasks seen. 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 Class-approved system-based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. The PMS was seen with overdue critical maintenance such as main engine component overhauls, auxiliary engine overhauls and maintenance relating to items such as emergency lights and fire doors. For this reason the PMS was deemed to be fair. Reportedly the PMS intervals were different from those recommended by manufacturers. Additional some crew members did not seem familiar with the PMS. The Port State Control (PSC) history was found to be good with 7 deficiencies and 0 detentions in the 6 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The PMS was seen with overdue critical maintenance such as main engine component overhauls, auxiliary engine overhauls and maintenance relating to items such as emergency lights and fire doors. Reportedly the PMS intervals were different from those recommended by manufacturers. **Corrective Action:** A plan should be put in place were required to achieve overdue maintenance. Reviewing the PMS might be considered.	$50000+

VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. No cargo holds could be entered due to ongoing cargo operations and no photographs of previous hold entries were provided for review. However a good view of the holds was had from the main deck during the inspection. Cargo hold structural members were found to be free of damage as were hold fixtures, such as ladders, hand rails etc. The inspected Cargo Holds had only minor surface corrosion, up to approximately 5% of the hold surface area, in the form of scratches, likely from cargo operations. The last cargo carried was break bulk, which was also the next intended cargo. The holds were free of signs of water ingress. The vessel is fitted with hydraulic folding 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 corrosion, up to approximately 5% of the hatch cover surface area, mainly located on the top surface. Hatch cover operating systems were in full working order but the control box for hatch 2 was seen with a leak. Hatch cover rubber seals and retaining channels were in good overall condition with hold-open arrangements also in good condition. Landing pads in good condition with no excessive wear visible or reported with hatch cover securing arrangements also in good condition. In addition, the holds were also free of signs of internal leaks. Hatch coamings were found to be free of structural defects and were generally free of coating breakdown and corrosion. Hatch coaming drain channels were free of corrosion, scaling and debris and the coaming non-return valves were clear and operational. The vessel has a Document of Compliance (DOC) for the carriage of dangerous goods and a Document of Authority (DOA) to carry grain. The approved cargo loading manual and stability booklet were found to be on board. Stability calculations were seen to be carried out, and the vessel is equipped with a Class-approved computer based stability software. Movable bulkheads and tween decks are carried, which were seen to be in good condition. The vessel is certified to carry heavy cargoes. Lashing equipment was seen to be in a good condition with an up-to-date inventory seen. Cargo securing fittings were found to be in good condition. The vessel is not equipped to carry Reefer containers. The vessel has 2 cargo lifting appliances. Lifting appliances were found to be generally free of significant structural defects and significant coating breakdown and corrosion. Wires were in good overall condition as were motors and hydraulic systems, which were free of defects and leaks. 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 not regularly examined by shore side technicians but it was reported that maintenance is carried out by the crew. On-board maintenance records were accurate and up to date.

NOTABLE ITEMS

Description	Estimated Cost [USD]

Issue: Control box for hatch 2 was seen with a leak.

Corrective Action: To be investigated and rectified as required.

$0

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:	420,5 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	96,3 m^3

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

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

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	Example		Example	Example		
Model	Example		Example	Example		
Number of Cylinders	8		8	8		
Speed (RPM)	750		1,500	1,500		
Bore (mm)	320		127	127		
Stroke (mm)	400		140	140		
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	183		250	250		
Nox Tier	1		1	1		
Fuel Oil Consumption at full load (tonnes/day)	17,6		1,6	1,6		
System Oil Consumption (litres/day)	50		0	0		
Major Overhaul Interval (Hours)			20,000	20,000		
Running Hours since last overhaul (Hours)			21,631	21,170		

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	11	12,5
Loaded Service	11,5	13
Ballast Eco	12	12
Ballast Service	12,5	12,5

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		12,000
Pistons		12,000
Bearings	Yes	
Cylinder Liners		36,000

Main Engine No.1	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	12,256	12,256	8,528	12,256	7,518	12,256	12,256	12,256				
Pistons	12,256	12,256	8,528	12,256	7,518	12,256	12,256	12,256				
Bearings	29,056	12,256	12,256	12,256	12,256	12,256	12,256	12,256				
Cylinder Liners	29,059	29,059	29,059	29,059	29,059	29,059	29,059	29,059				

Class Surveys

Were all Class and Statutory certificates valid? ☑ Yes

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

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

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

Is the vessel ice classed? ☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	08-May-21	31-Jan-26
Intermediate	05-Apr-18	30-Apr-24
Annual	14-Dec-22	30-Apr-24
Bottom In Water	20-Oct-18	08-May-24
Bottom in dry dock	08-May-21	08-May-26

What was the location of the last out-of-water docking?	*Example shipyard*
Is the vessels last dry dock report provided and attached?	☑ Yes
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	*- The third (3rd) propeller blade was found with a nip on its leading edge at abt. 0.5R. The fourth (4th) propeller blade was found with a nip on its leading edge at abt 0.3R. These nips were found previously ground smooth. Dye penetrant testing was carried out and no cracks were noted. - The shell plating port side in way of No.3 cofferdam between MGO and FW tanks and in way of auxiliary engine room was found with several small indentations within acceptable limits. No internals were affected. -BWMC.I (Initial) : part-held Outstanding item(s) : - Representative ballast water samples should be collected and analyzed, and a written report of results is to be provided to DNV according to Flag requirement & RR 865 Ref 1,034i. - Open approval comments. - BWM Plan(D-2) is not available onboard. It will be completed BWMC.I survey when acceptable results of sampling water from laboratory has been successfully carried out. Once the remaining outstanding items above are all closed, the Owner is to be submitted a new survey request for completion of initial BWMC with IOPP renewal (re-coupling) within 2,022-05-15.*
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?	Loading

DESIGN AND CONSTRUCTION

Design and Construction Condition

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

☑ Yes

Under what IACS Class society supervision was the vessel built?	Example Class
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	Yes
Did the UTM report show any diminution of steelwork?	Minor

Please provide further details

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

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

Furuno GP 170

Engine Room & Firefighting

- [x] Incinerator sludge burning system

TeamTech AS, Norway

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

LIPS BV, Netherlands

- [x] Centralised Sea Water cooling
- [x] Dual Air Handling Unit Refrigeration compressors

HULL

Hull Condition

What sections of the hull were inspected?	Stbd side

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

Was the vessel free of any minor structural damage or indentations? ☒ No *the vessel has a memo of Class relating to indents to shell plating near No.3 cofferdam between MGO and FW tanks and in way of auxiliary engine room*

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	on bow
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion: ☑ Surface

What was the condition of the hull markings?	Well painted and clearly legible

What level of marine fouling was seen?	Minor

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?	None
What was the general condition of the deck fittings?	Fair
Please provide further details	*items such as rollers and valves seen with instances of localised corrosion*
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?	Electric
What was the condition of the mooring machinery?	Good
What amount of band brake lining was seen to be remaining?	Substantial
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?	Fair
Please provide further details	*mooring ropes seen with some areas of wear*

Were safe mooring practices observed? i.e. no overlapping turns on split drum, chafing of lines or unsafe leading.	☒ No	*ropes seen kept on drum ends and too many turns on split drums*
Was the last brake test seen to be stencilled on the mooring winches?	☒ No	*reportedly not conducted*

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?	☒ No
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?	None
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)?	Fair
Please provide further details	*hoses seen with evidence of leaks*
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	*no tanks prepared for entry*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*22-Nov-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:	upper areas
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion:	☑ Scattered

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

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

How much mud/sediment was seen inside the ballast tanks?	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 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?	☒ No	*unit was out of order, undergoing repair at the time of the inspection*
What was the condition of the AHU?	Fair	
Please provide further details	*unit was out of order, undergoing repair at the time of the inspection*	

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?	Stand alone / Domestic
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

External Areas Condition

Was the external Superstructure / Accommodation Block found to be free from damages?	☑ Yes
Were accommodation external doors found to be in good condition and providing an adequate seal?	☑ Yes
What was the level of external accommodation superstructure coating breakdown and corrosion?	None
What was the general condition of external superstructure fittings?	Good

Crew Welfare

What is the average contract length for crew members?

Officers:	4 Months
Crew:	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?

- [x] Yes

What Public Recreation equipment did the crew have access to?

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

What was the quality of crew recreation facilities?	Good

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

- [x] Yes

What facilities were provided in crew cabins?

- [x] Sofa
- [x] Desk

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities:

- [x] Other

Please provide further details *not provided*

Is there a crew suggestion policy in place? ☑ Yes

Does the crew have access to a bonded store?	Yes, well stocked
Are the crew given additional periods of rest throughout the working week (e.g Sunday off)?	Yes

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational?	☑ Yes
Was the bridge found to be clean and well maintained with good housekeeping?	☑ Yes
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:	*S-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	*13-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	02-Mar-34
SARTs	30-Nov-26
VHF	30-Aug-25

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?	Paper and Electronic
Were the Master's standing orders and night orders found to be signed by all navigating officers?	☑ Yes
Was the bridge log book up to date and correctly filled in?	☑ Yes
Was the GMDSS log book up-to-date and correctly filled in?	☑ Yes
Date of last test	*13-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?	☑ Yes
Were the bridge wing manoeuvring controls reported to be fully operational and free from signs of water ingress?	☑ Yes
Were bridge wing engine speed and compass repeaters seen to be in good working condition?	☑ Yes

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Pumps ☑ Sewage treatment plant ☑ Refrigeration Compressor	☑ Purifiers ☑ Air compressors ☑ Auxiliary Boiler
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes	
What was the general cleanliness of the Engine Room?	Clean	
Were bilges and tank tops free of oil and water?	☑ Yes	
Was housekeeping to a good overall standard?	☑ Yes	
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☑ Yes	
Were spares neatly stowed and correctly secured?	☑ Yes	
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes	
Were recent copies of lube oil analysis reports provided for review?	☑ Yes	
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☑ Yes	*auxiliary engine 1 seen with critical alert for low viscosity, bow thruster seen with caution alert for low viscosity and stern tube seen with caution alert for water content*
Was the NOx Technical file kept up to date?	☑ Yes	
Date of entry:	*12-Dec-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?	☑ Yes
Was there any overdue maintenance on the Main Engine Turbochargers?	☒ No

Propulsion

What type of propulsion does the vessel have?	Controllable Pitch Propeller (CPP)
Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition?	☑ Yes
What type of thruster systems does the vessel have?	☑ Bow Thruster
Was the thruster(s) in good working condition?	☑ Yes
What condition did the thruster(s) appear to be in?	Fair
Please provide further details	*seen with evidence of leaks*

Power Generation

How many Auxiliary Engines does the vessel have?	2

Were the auxiliary engines in good working condition? ☑ Yes

What condition did the Auxiliary Engines appear to be in?	Fair

Please provide further details *seen with evidence of leaks*

Were Auxiliary Engines performance reports provided for review? ☒ No *N/A*

Does the vessel have a shaft generator? ☑ Yes

Shaft Generator rated power (PTO) (kW): *600*

Was the shaft generator unit in good working condition? ☑ Yes

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?	Thermal Oil

Was the boiler in good working condition? ☑ Yes

What condition did the Boiler appear to be in?	Good

Were boiler safety valves in satisfactory condition? ☑ Yes

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

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

What condition was pipework lagging in?	Clean

Was the steering gear in good working condition?	☑ Yes
Was the steering gear free of leakages?	☒ No
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	13-Oct-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?	☒ No	
Were the main and emergency fire pumps in good condition and free of leakages?	☑ Yes	
What was the condition of the fire main and ancillaries such as pipework hydrants and valves?	Good	
Does the vessel have a fire control station?	☑ Yes	
Were all portable equipment in place as per the fire plan?	☑ Yes	
Were all fire extinguishers in good condition?	☑ Yes	
Were the firefighting outfits and associated equipment in good condition?	☒ No	*fire outfits seen with areas of wear*
Were the International Shore Connections on board?	☑ Yes	

Location: *port and starboard main deck in front of accomodation*

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?	Fair
Please provide further details	*fuel tank seen with a leak*
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:	12-Dec-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?	2
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	*some localised corrosion seen on rescue boat davit, particularly on wire guides*
What Date is the next Davit wire due for change?	19-Jan-26

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?	01-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?	☒ No	*not seen to be applied*
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:	13-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:	22-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	05-May-23
Last drill type	pollution control and fire

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	*Operational*	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration		*08-Apr-21*
Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes	
Means of securing	☑ Sealed ☑ Locked	

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes
Was the SOPEP locker or box well stocked?	☑ Yes
What was the condition of the SOPEP equipment?	Good
Was a list of SOPEP equipment posted and accurate?	☑ Yes
Was the Oil Record Book (ORB) up to date and correctly filled in?	☑ Yes
Date of last entry	*13-May-23*
Category of last entry	*H*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*12-May-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 BWTS
Type:	UV
What regulation is listed on the Ballast Water Management Certificate?	D-2
Type of BWTS approval:	IMO 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 — *28-Apr-23*

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 — *plantogear 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	*09-May-23*
Category of last entry	*A, 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	*03-May-23*

EEXI

Does the vessel have an EEDI score assigned at build?	☒ No
What fuel type does the vessel run on for the majority of the time?	Heavy Fuel Oil (HFO)
Does the vessel have any energy efficiency technologies installed?	☒ No
Is the vessel ice classed?	☒ No

Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	183

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	250
Shaft Generator rated power (PTO) (kW):	600

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	31-Jan-26

Year	What were the vessel's CII scores (From the IMO DCS data)? (gramsCO2/ton.Nautical mile)
2021	21.08
2020	23.06

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?	☒ No	*Chief Engineer was seemingly not fully familiar with the PMS. Reportedly the the PMS intervals for jobs are different to the manufacturers ones*
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	01-Apr-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	13-May-23	
Are hours of maximum permissible work regularly exceeded?	☒ No	
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☒ No	*over due items seen such as emergency lights and fire doors*

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

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

☑ Yes

Were there any critical overdue PMS work orders?

☑ Yes

over due items seen such as emergency lights and fire doors

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	6
No. of Deficiencies in Past three years:	7
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	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 - GENERAL CARGO

Vessel Capabilities and Cargo Systems - General Cargo Condition

Cargo hold	Capacity (m^3)	Capacity in holds (TEU)	Steel Coil capacity by: Total weight (mt)	Capacity on deck (TEU)
Cargo Hold No.1	2,748	33		39
Cargo Hold No.2	7,653	168		134
Total	10,401	201	0	173

How many cargo holds does the vessel have?	2

Were the cargo holds able to be entered and inspected? ☒ No

Why could holds not be entered?	ongoing cargo operations

Were recent vessel cargo hold inspection photographs provided? ☒ No

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
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Surface

If the vessel is geared, does the vessel have heavy lift Capabilities? ☑ Yes

What was the last cargo carried?	break bulk
What is the next intended cargo to be carried?	break bulk

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?	Mechanical

Hatch Covers Condition

What type of hatch covers are fitted?	Hydraulic folding type

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:	top surface
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scattered

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 *control box for hatch 2 seen with a leak*

What was the condition of the hatch cover rubber seals/gaskets and retaining channels?	Good
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? ☑ Yes

What was the level of hatch coaming coating breakdown and corrosion?	None

Were the compression bars/strips seen to be in good condition?	☒ No	*N/A*
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 with computer HP vectra Vei 8 approved by GL with no 94,559

Were previous and current stability calculations seen to be carried out?	☑ Yes	
Is the vessel fitted with movable bulkheads and tween decks?	☑ Yes	*7 Tween decks, 1 bulkhead*

What was the condition of the tween decks and movable bulkheads?	Good
What was the condition of the vessels lashing equipment?	Good

Was there an up to date lashing inventory?	☑ Yes	

What was the condition of fixed cargo securing fittings, such as container sockets, pad-eyes, D-rings and fixed stacking cones, etc.?	Good

Reefer Containers

Is the vessel equipped to carry Reefer containers? ☒ No

	Reefer Capacity
Total	0

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	80	24	14-May-11
2	80	24	14-May-11

How many Cargo Lifting Appliances does the vessel have?	2
What type of cargo lifting appliances are fitted?	two pcs NMF, type DKII 80,014/40,024 - Electro-hydraulic cranes

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?	None
In what condition were the wires for the cargo lifting appliances?	Good
In what condition were the cargo lifting appliances motors and hydraulic systems?	Good
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?	☒ No	*it was reported that maintenance is carried out by the crew*
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	

Client Specific Scope

Please complete and return this report along with the main inspection report templates.

In case you have any questions or would like to discuss the customer requirements, please do get in touch with a member of our Technical team.

Question	Comments	
In the opinion of the crew is adequate support provided by the shoreside management?	☒ Yes ☐ No	Comments: 3 Crew members were interviewed. The said they were really satisfied with the support of the management company.
If no, what suggested improvements could be made?	Comments: No further suggestions.	
In the opinion of the crew are communication and co-operation levels between the vessel and the shore side management efficient?	☒ Yes ☐ No	Comments: They informed us that the communication and cooperation is at a good level.
If no, what suggested improvements could be made?	Comments: No further suggestions.	

Additional Comments

Master has just joined the vessel. However, the interviewed crew were pretty satisfied with the support of the management company. At the time of the inspection a superintendent was onboard overseeing the repair of the AHU and the crew seemed happy with the hands on approach of the shore side management.