Report commissioned by:

Example client

Organisation:

Example company

CONDITION REPORT

EXAMPLE LPG CARRIER

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, NETHERLANDS

1st MAY 2023

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Carbon Neutral Organisation PAS 2060

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example port, Netherlands

1 May 2023

Status: Loading

6.5 Hours Aboard

Majority of documents provided

The Example vessel is an example DWT, example Gross Tonnage, example flagged LPG carrier vessel built to a good standard by example shipyard in example country under example class (IACS) supervision and was delivered on the 2nd May 2008.

A Condition Inspection of the vessel was conducted on the 1st May 2023 in example port, Netherlands by Idwal under instruction from example company.
Good cooperation was provided by the ship's crew however, no access was granted to the cargo 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.

79 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	Example Vessel 1
IMO Number	123456789
Port of Registry	Example Port
Ship Type	LPG Carrier
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipbuilder
Delivery Date	01/01/2008
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 well maintained. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 6 inspections conducted in the past three years.

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

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	Crew reported that there was over maintenance on main engine No.1, No.3, No.4, No.5 & No.6 cylinder liners and heads.	It is recommended that this is further verified and any overdue maintenance undertaken as soon as operationally permissible.	$0
−	Bilges were seen to have oil and water contamination due to minor accumulation of oily water in the bilge wells	Pump and clean bilges and rectify causes of oil or water.	$0
−	Evidence of previously active wastage in way of checker plating on the No.3 cargo tank dome (P&S).	It is recommended that the affected areas are renewed at the earliest opportunity.	$0
−	Localized corrosion concentrated on gratings in way of cargo manifolds.	It is recommended that the affected areas are treated and restored at the earliest opportunity.	$0
−	Several stencils on cargo pipework had not yet been coated in a contrasting colour.	It is recommended that this is corrected at the earliest conveneince as per best industry practices.	$0
−	As per the EPA VGP annual report dated 14-Feb-2023 the vessel is technically infeasible in respect of oil to sea interface EAL lubricants. Modifications may be required during the next dry-docking in order for the vessel to continue trading in the US though this should be checked with the US EPA.	It is recommended that this is further investigated and verified at the earliest conveneince.	$0
−	The latest lube oil analysis reports showed Cargo Compressor no.1 (PS) gave an urgent alert due to level of contaminants. Crew reported that the oil has since been changed. The bow thruster gave a cautionary alert due to presence of water. The Mycom compressor no.1s (PS) gave a cautionary alert due to low viscosity	The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	$0
✓	An IMO approved BWTS is installed.	Positive.	$0
✓	Spare anchor stowed on forward starboard area of weather deck.	Positive.	$0
✓	Vessel complemented with a BA compressor.	Positive.	$0

	The vessel is reportedly fitted with free to access limited use Wi-Fi system	Positive.	**$0**

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

GRADING DATA

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

SUB GRADES

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

Condition	77	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	80	Accommodation	80
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	80	Vessel Capabilities and Cargo Systems	80
Forthcoming Regulatory Compliance	60	Crew Welfare	80
Crew Performance	80	Safety Management	80
Planned Maintenance System (PMS)	80	Classification and Certification	90
PSC Performance	100		

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in example country by example shipyard. The vessel is a LPG Carrier, with three cargo tanks, driven by a controllable pitch propeller. Due to the age of the vessel the original application of paint coatings are hard to comment on, but with good coating maintenance seen to have carried out throughout the vessels life. The original quality of steel work and welding was seen to have been carried out to a good standard with no structural defects sighted or reported by crew. The engine room equipment are provided from reputable, well known manufacturers with good global servicing and maintenance capabilities including a example main engine, three example auxiliary engines and a 1,500kW main engine driven shaft generator.

Similarly, the bridge and navigational equipment includes but is not limited to a combination of SAM Electronics, SIMRAD and Furuno. The accommodation is outfitted to an average standard for a vessel of this type and age and has been relatively well maintained throughout the vessel's life. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys. The UTM report showed only minor steel diminution. Apart from the equipment required by international rules and regulations, the bridge is also fitted with machinery space control system repeater panel and differential-gps and the engine room and machinery are fitted with MGO cooler, incinerator sludge burning system and UMS capabilities.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Crew reported that there was over maintenance on main engine No.1, No.3, No.4, No.5 & No.6 cylinder liners and heads. **Corrective Action:** It is recommended that this is further verified and any overdue maintenance undertaken as soon as operationally permissible.	$0

HULL

80

The hull was seen to be in a hull overall condition, with the hull able to be inspected from the starboard side only. The vessel was found to be free of both major and minor structural defects and had only minor localised and spot corrosion, up to approximately 5% of the surface area, mainly located on lower boot top layer as well as scupper outlets. It was also noted that there was some isolated coating abrasion and rubber marks on the upper anti-fouling layer likely as a result of contact with fenders, tug boat operations and general port movements. 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 20-Sept-19, with the vessel's next out of water bottom survey due by 30-Jul-24. The rudder blade was also visible at the time of the inspection and found to be in good structural condition with no significant deformities or operational concerns sighted or reported by crew onboard. It was noted that there was some minor accumulation of soft marine fouling on the lower area of the rudder blade.

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 free of coating breakdown and corrosion. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Electric windlass(es) and winches were reported to be fully operational. Mooring machinery was in generally good condition with the band brake linings seen to have adequate remaining thickness. Anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be good and snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a good overall condition with no issues to the structure, coatings or housekeeping observed. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet seen to be available near to the Foc'sle.

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 was free of coating breakdown and corrosion. Deck fittings were found to be in a good condition with pipework and fittings free of leakages. Furthermore, fittings such as vent heads were clearly stencilled with the designated compartment in which they respectively serve. Additionally it was identified that save all's were also stencilled with their respective capacities. However, it was identified that several stencils on cargo pipework had not yet been coated in a contrasting colour. It was noted that there was a spare anchor stowed on forward starboard area of weather deck. However, it was identified at the time of the inspection that there was localized corrosion concentrated on gratings in way of cargo manifolds. As well as evidence of previously active wastage in way of checker plating on the No.3 cargo tank dome (P&S). The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Evidence of previously active wastage in way of checker plating on the No.3 cargo tank dome (P&S). **Corrective Action:** It is recommended that the affected areas are renewed at the earliest opportunity.	$0

Description	Estimated

		Cost [USD]
	Issue: Localized corrosion concentrated on gratings in way of cargo manifolds.	
	Corrective Action: It is recommended that the affected areas are treated and restored at the earliest opportunity.	$0

	Description	Estimated Cost [USD]
	Issue: Several stencils on cargo pipework had not yet been coated in a contrasting colour.	
	Corrective Action: It is recommended that this is corrected at the earliest conveneince as per best industry practices.	$0

	Description	Estimated Cost [USD]
✓	**Issue:** Spare anchor stowed on forward starboard area of weather deck. **Corrective Action:** Positive.	$0

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. No tanks could be entered due to terminal restrictions however, photographs of previous tank entries in 16-Feb-23 were provided for review. From the photographs provided, it was assessed that the ballast tanks were found to be generally free of significant structural defects and had only minor localised and spot corrosion, up to approximately 2% of the ballast tanks total surface area, mainly located on structural members and at the edges of framing. It was also noted that it was also noted that there were also signs of isolated blistering in way of No.3 WBT (S) photographs provided as well as some minor scaling in way of the FPT. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition Tanks were seen to have a minimal amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be fully operational and all ballast pumps were in good working order and in good visual condition.

ACCOMMODATION

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. It was however noted at the time of the inspection that housekeeping could be improved. It was identified that there were segregated piles of clothes and boiler suits folded and left on the deck of the laundry room. The dining area furnishings were in generally good condition with no significant tearing or wear sighted or reported by crew onboard. 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 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 very clean condition with the galley hoods also found to be kept clean. The vessel's walk-in cold rooms were found to be clean and hygienic with temperatures at the required levels. Provision room components were seen to be generally free of frosting and deterioration. The external superstructure was found to be free of structural defects and 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. It was also noted the Crew Welfare was found to be in good overall with it noted that the vessel is fitted with a free and limited Wi-Fi system and crew were reported to have access to a well-stocked bond store.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel is reportedly fitted with free to access limited use Wi-Fi system **Corrective Action:** Positive.	$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 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. This is to a large extent due to crew reporting that there was over maintenance on main engine No.1, No.3, No.4, No.5 & No.6 cylinder liners and heads. There were no significant defects reported or observed and with the engine room generally found to be very clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally seen to be dirty with minor accumulation of oily water in the bilge wells. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion however, some pipework lagging had areas of deterioration and staining. Housekeeping was seen to be to a good overall standard with the vessel 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 concern as follows: cargo Compressor no.1 (PS) gave an urgent alert due to level of contaminants. Crew reported that the oil has since been changed. The bow thruster gave a cautionary alert due to presence of water. The Mycom compressor no.1s (PS) gave a cautionary alert due to low viscosity. The NOx Technical file was up to date and last updated on 17-Mar-23. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours showed that the Pistons and Bearings overhauls were within the service hours and Cylinder heads were due an overhaul on unit(s) No. 1, No. 3, No. 4 and No. 5 and Cylinder liners were due an overhaul on unit(s) No. 1, No. 3, No. 4, No. 5 and No. 6. Propulsion systems, such as shafts, gearing and bearings including the Bow thruster 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. Auxiliary engines running hours data showed no areas of concern. 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, 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: Bilges were seen to have oil and water contamination due to minor accumulation of oily water in the bilge wells **Corrective Action:** Pump and clean bilges and rectify causes of oil or water.	$0

Description	Estimated Cost [USD]
Issue: The latest lube oil analysis reports showed Cargo Compressor no.1 (PS) gave an urgent alert due to level of contaminants. Crew reported that the oil has since been changed. The bow thruster gave a cautionary alert due to presence of water. The Mycom compressor no.1s (PS) gave a cautionary alert due to low viscosity **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.	$0

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, 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. A fire pump was tested during the inspection and was found to deliver adequate pressure. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The vessel is also complemented with a BA compressor. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Vessel complemented with a BA compressor. **Corrective Action:** Positive.	$0

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(s) 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 25-Apr-23, which was an cargo spillage drill.

POLLUTION CONTROL

80

Pollution control was deemed to be good overall and generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was simulation tested during the inspection and the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be sealed and locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker or box was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 06-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. As per the EPA VGP annual report dated 14-Feb-2023 the vessel is technically infeasible in respect of oil to sea interface EAL lubricants. Modifications may be required during the next dry-docking in order for the vessel to continue trading in the US though this should be checked with the US EPA. 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 10-May-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 01-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: As per the EPA VGP annual report dated 14-Feb-2023 the vessel is technically infeasible in respect of oil to sea interface EAL lubricants. Modifications may be required during the next dry-docking in order for the vessel to continue trading in the US though this should be checked with the US EPA. **Corrective Action:** It is recommended that this is further investigated and verified at the earliest conveneince.	$0

	Description	Estimated Cost [USD]
✓	**Issue:** An IMO approved BWTS is installed. **Corrective Action:** Positive.	$0

ONBOARD MANAGEMENT

80

Onboard management was found to be good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be generally kept up to date with the exception of crew reporteding that there was over maintenance on main engine No.1, No.3, No.4, No.5 & No.6 cylinder liners and heads. 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 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.

VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. The vessel is a semi-refrigerated - / semi-pressurized LPG Carrier equipped with 3 sets of cargo tanks, and can carry up to 2 segregations of cargo. No tanks could be entered as the vessel had cargo in it's tanks however, photographs of tank entries in 05-Apr-2023 were provided for review. The cargo tank structural members were found to be free of damage as were tank fixtures, such as ladders and pipework etc. The void spaces surrounding cargo tanks could not bet entered therefore their internal condition could not be verified. The vessel is also fitted with a No.4 (P) cargo deck tank which was also in generally good overall condition with no significant defect or concern sighted or reported by crew onboard. The last cargo carried was Ethylene, with the next intended cargo reported to be Butane. The open-type compressor room was found to be in good condition. Cargo pipework was in good overall condition with pipes, manifolds and relevant deck equipment were suitably marked. The hose handling crane was in full working order and in good condition as observed. Tank level, pressure and temperature monitoring systems were in full working order and the Cargo Control Room (CCR) was in a good overall condition. Cargo Emergency Shutdown Devices (ESDs) were in full working order as observed. The Maximum Allowable Relief Valves (MARVs) were in good condition and operating pressures were clearly marked. The vessel is fitted with a vent mast, which was seen to be in a good overall condition. Gas monitoring instruments are provided on board which were calibrated, with records of calibration provided. Fixed gas monitoring equipment was in full working order. The vessels last SIRE inspection was on the 17-Nov-2022, in which 1 observation was recorded. The observation has since been fully resolved as per crew onboard. The Vaporiser, Nitrogen Plant, Cargo Booster Pumps, Cargo pipework insulation and Compressor were all found to be in good condition with no operational defects reported or seen.

OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	917.9 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	210.7 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	Example	
Model	Example		Example	Example	Example	
Mark/Series/Revision	Example		Example	Example	Example	
Number of Cylinders	6		12	12	12	
Speed (RPM)	500		1,800	1,800	1,800	
Bore (mm)	430		170	170	170	
Stroke (mm)	610		190	190	190	
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	182.5		222.7	222.7	222.7	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	25		2	2	2	
System Oil Consumption (litres/day)	45					
Major Overhaul Interval (Hours)			30,000	30,000	30,000	
Running Hours since last overhaul (Hours)			15,483	9,943	10,600	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	13.5	19
Loaded Service	15.5	25
Ballast Eco	13.5	19
Ballast Service	15.5	25

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		15,000
Pistons		30,000
Bearings		30,000
Cylinder Liners		30,000

Main Engine No.1	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	16,056	411	23,251	16,056	16,056	14,503						
Pistons	16,056	16,056	16,056	16,056	16,056	16,056						
Bearings	16,056	16,056	16,056	16,056	16,056	16,056						
Cylinder Liners	34,675	6,917	34,675	34,675	34,675	34,675						

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	20-Sept-19	30-Jul-24
Intermediate	10-Oct-22	30-Oct-27
Annual	10-Oct-22	30-Oct-23
Bottom In Water	10-Dec-22	
Bottom in dry dock	20-Sept-19	30-Jul-24

What was the location of the last out-of-water docking?	*Example yard*
Is the vessels last dry dock report provided and attached?	☒ No
Provide details of works done in last dry dock	*no information provided upon request*
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?	☒ No
The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:	1,000,000
What was the status of the vessel at the time of inspection?	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?

☑ Machinery Space Control System repeater panel

One repeater in the ECR

☑ Differential-GPS

Maker: SAAB x2

Engine Room & Firefighting

What features were seen in the engine room?

☑ MGO Cooler

☑ Incinerator sludge burning system

Maker : Atlas

☑ UMS Capabilities (regardless of Class notation)

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? ☑ Yes

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	on lower boot top layer as well as scupper outlets
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

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?	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?	Electric
What was the condition of the mooring machinery?	Good
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	*25-Jul-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?	Neat and tidy with items secured
Were the bitter end release arrangements seen to be clear and unobstructed?	☑ Yes
Was an 'emergency towing booklets/procedures' available near to the foc'sle?	☑ Yes

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations?	☑ Yes	
What was the level of coating breakdown and corrosion observed on the decks?	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)?	Good	
Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.	☑ Yes	*One spare anchor on main deck stbd fwd*

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☒ No
Please provide further details	*Reason tanks were not entered: terminal restrictions*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*16-Feb-23*
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:	on structural members and at the edges of framing
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion:	☑ Localised	☑ Spot

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

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

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

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

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

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes
What was the condition of the flooring and wall coverings?	Good
What was the condition of the upholstery and furniture?	Good
What were the general levels of housekeeping and cleanliness?	Good
What was the level of hygiene of the sanitary facilities?	Good
Was all laundry equipment in good working order?	☑ Yes
Was the Hospital well equipped and ready for use?	☑ Yes
Were the drugs 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?	Very Clean

Was all galley equipment operational? ☑ Yes

What was the general condition of galley equipment?	Good

Were the insides of Galley hoods clean? ☑ Yes

What type of cold provisions stores does the vessel have?	Walk-in stores / Cold rooms

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

Were provisions stores clean and hygienic? ☑ Yes

Were provisions stores at the required temperatures? ☑ Yes

Were provision stores temperatures recorded and records kept nearby? ☑ Yes

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

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

External Areas Condition

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

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

What was the level of external accommodation superstructure coating breakdown and corrosion?	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, Free, Limited
What is the approximate average internet speed?	Average (Able to access social media apps and websites with ease)

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

- [x] Yes

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Fixed weight machine
- [x] Treadmill
- [x] Cycling Machine
- [x] Table Tennis
- [x] Television
- [x] Games console
- [x] Karaoke
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] Musical Instruments
- [x] Public Computer
- [x] En-suite facilities for all crew members

What was the quality of crew recreation facilities?	Good

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

- [x] Yes

What facilities were provided in crew cabins?

- [x] Sofa
- [x] Desk
- [x] Ample storage

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities:

- [x] Other

Please provide further details	*Ocean Learning Platform*
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:	*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	*18*

Does the vessel receive up to date weather information?	☑ Yes	*11-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-25
SARTs	01-Feb-25
VHF	31-Jul-28

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

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes
Were passage plans signed by all navigating officers?	☑ Yes
What format were nautical publications provided in?	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	*09-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?	Very Clean	
Were bilges and tank tops free of oil and water?	☒ No	*minor accumulation of oily water in the bilge wells*
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	*Cargo Compressor no.1 (PS) gave an urgent alert due to level of contaminants. Crew reported that the oil has since been changed. The bow thruster gave a cautionary alert due to presence of water. The Mycom compressor no.1s (PS) gave a cautionary alert due to low viscosity*

Was the NOx Technical file kept up to date?	☑ Yes
Date of entry:	*17-Mar-23*
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?	Good

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? ☒ No *no information provided*

Does the vessel have a shaft generator? ☑ Yes

Shaft Generator rated power (PTO) (kW): *1,300*

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?	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	07-Feb-23
Were all relevant Fire and Safety instructions correctly posted?	☑ Yes

What was the vessels Fixed fire detection systems?

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

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

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

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

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

LIFESAVING APPLIANCES

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	14-May-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?	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?	19-Apr-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?	25-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:	11-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:	13-Apr-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	25-Apr-23
Last drill type	cargo spillage

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		*27-Sept-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	*06-May-23*
Category of last entry	*06/05/2,023*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*02-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 Manufacturer
Type:	Electrolysis
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	*10-May-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

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	*10-May-23*
Category of last entry	*A,B,C,F*

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	*01-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):	182.5

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	222.7
Shaft Generator rated power (PTO) (kW):	1,300

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	30-Jul-24

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?	☑ Yes
How was the SMS Implemented?	Software / Electronic System
Were the officers familiar with, and allowed easy access to, the SMS?	☑ Yes
Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?	☑ Yes
Is the SMS system regularly reviewed by the Master?	☑ Yes
Date of last review	25-Mar-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	10-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	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? ☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	6
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	gangway watch

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

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

Tests Carried out by	Onboard by Master	External Company

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

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

Cargo Tanks

How many Cargo Tanks does the vessel have?	3
How many cargo segregations can the vessel carry?	2
Type of Gas Carrier	LPG
Type of Containment	Semi-Pressurised / Semi-Refrigerated

Cargo Tank Capacities	(m³)
CT No.1 combined	2,377.91
CT No.2 combined	3,018.97
CT No.3 combined	3,020.69

Cargo Tank Capacities	(m³)
Other / Independent deck tanks	98.2
Total Capacity	8,515.77

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

Why were tanks not entered?	*cargo tanks partially loaded*
Were recent vessel cargo tank inspection photographs provided?	☑ Yes
Date photographs were taken:	*05-Apr-23*
Were cargo tank structural members found to be free from damage?	☑ Yes
Were the cargo tank fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?	☑ Yes
Does the vessel have void spaces surrounding the cargo tanks?	☑ Yes
Were the void spaces and cofferdams surrounding the cargo tanks able to be entered for inspection?	☒ No
Were the void spaces and cofferdams adjacent to cargo tanks free of any cold spots with no damage/deterioration to insulation.	☑ Yes
Does the vessel have any independent tanks, i.e. tanks located the deck?	☑ Yes
What condition were the independent tanks in?	Good
What was the last cargo carried?	Ethylane
What is the next intended cargo to be carried?	Butane

Pumping and Piping Systems

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

	m³/hr
What is the capacity of the deep well pumps?	170
What is the manufacturer of the deep well pumps?	Example manufacturer
Were all the pumps fully operational?	☑ Yes
What condition were the pumps in?	Good
Is the vessel fitted with a compressor room?	☑ Yes
What was the condition of the compressor room?	Good
Were the airlocks on the compressor room in good working order?	☒ No
Compressor room airlocks were not in full working order due to:	*Open type*
Were compressor room airlock audible and visual alarms in full working order?	☒ No
Compressor room airlock alarms were not fully operational due to:	*Open type*
Do the compressor room fans maintain a positive pressure in the Compressor Room?	☒ No
Compressor room fans did not maintain a positive pressure due to:	*Open type*
Is the vessel fitted with a motor room?	☒ No
What condition was the cargo pipework in?	Good
Are deck cargo piping, manifolds and relevant deck equipment suitably marked?	☑ Yes

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

Is the vessel fitted with a hose handling crane(s)?	☑ Yes	
Is the crane in full working order?	☑ Yes	

What condition was the crane(s) in?	Good

Monitoring and Safety Arrangements

Are tank level, pressure and temperature monitoring systems in full working order?	☑ Yes	
Is the Cargo Control Room (CCR) in good overall condition?	☑ Yes	
Are all cargo Emergency Shutdown Devices (ESD) in full working order?	☑ Yes	

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

Is the vessel fitted with Vent Masts?	☑ Yes

What condition was the Vent Masts in?	Good

Are Vent Masts fitted with a Fixed Fire Fighting system?	☒ No

If appropriate, are fire wires in good condition and properly rigged?	Yes

Is the vessel provided with suitable gas monitoring instruments?	☑ Yes	
Are the monitoring instruments calibrated and records available?	☑ Yes	*No evidence of calibration of Gas monitoring Instruments was provided.*

Does the vessel have a loading computer?	Yes, Class approved

Is all Fixed Gas monitoring equipment in full working order? ☑ Yes

Are Float Level Gauges fitted? ☑ Yes

What condition was the Float Level Gauges in?	Good

Vetting

What was the date of the last SIRE inspection?	17-Nov-22
How many observations were raised in the last SIRE inspection?	1

Have all observations been fully resolved? ☑ Yes

What was the date of the last CDI inspection?	25-Nov-22
How many observations were raised in the last CDI inspection?	3

Have all observations been fully resolved? ☑ Yes

Is the vessel older than 15 years? ☒ No

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