Report commissioned by:

Example Individual

Organisation:

Example Organisation

PRE-PURCHASE INSPECTION

EXAMPLE TANKER

IMO Number: 123456789

INSPECTED AT GALATI ROMANIA

1st OCTOBER 2022

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Pre-sale report reference:	000/00
Report commissioned for:	Example Individual
Organisation:	Example Organisation
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Time & date:	00:00 (UTC) on 01st October 2022

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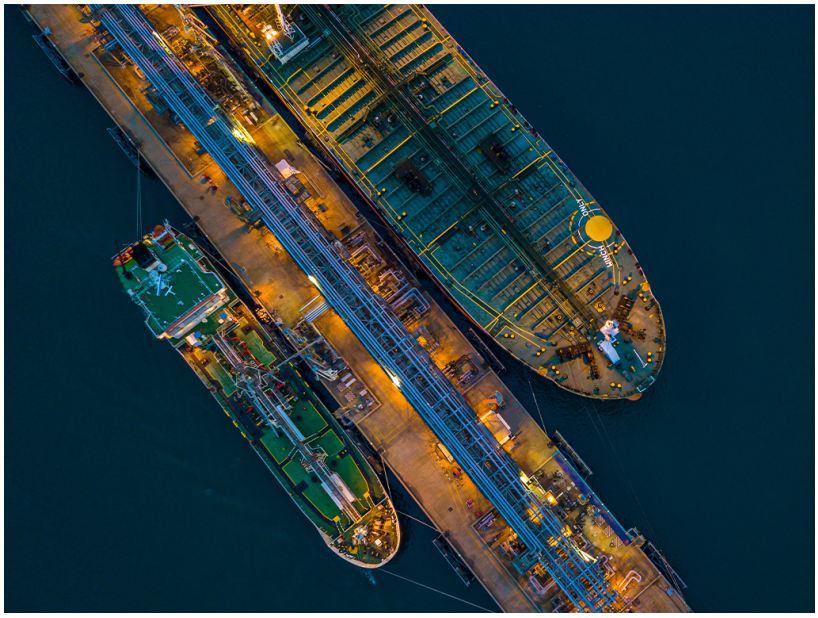
ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY



Example Romania

01 Oct 2022

Status: Standing by

7.5 Hours Aboard

Majority of documents provided

The Example Vessel is an example DWT, example GT, example flagged, Products Tanker built to a poor standard as the vessel was built under the supervision of a non-IACS approved Class society by Example Shipyards, in the People's Republic of China under Example Class Supervision.

The vessel was delivered on the 01st January 2018. The vessel is currently unclassed.

A Pre-purchase Inspection of the vessel was conducted on the 01st January 2022 in Romania by Idwal under instruction from Example Organisation.

The vessel currently has no live-onboard crew however, the dockyard provided security and workers to maintain the vessel. The vessel was alongside, standing by at the time of inspection.

81 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	N/A
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Products Tanker
Flag	Example Flag
Classification Society	N/A
Registered Owner	Example Shipyards
Technical Manager	Example Managers
Shipbuilder	Example Shipyard
Delivery Date	01/01/2018
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 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. As the vessel has not been manned since 2018, the Onboard Management and Safety Management System (SMS) was not implemented. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 0 inspections conducted in the past three years.

The vessel is noted to have several pieces of equipment in a non-operational condition. Further investigation into the running condition should be considered. Firefighting and Lifesaving appliance surveys were also noted to be overdue, with equipment noted to be untested.

The vessel was delivered to market in 12th March 2018 with an Energy Efficiency Design Index (EEDI) score of 13.96, within the regulatory requirements at the time. This EEDI score is therefore the vessel's current Attained EEXI score.

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	The Class Status Report provided at the time of review was over a month old, this meant that the absence of any Conditions of Class (CoC) or Memos cannot be accurately confirmed.	For Information.	$0
✖	The vessel's Class status is currently suspended.	For Information.	$0
✖	The vessel does not hold a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports.	For Information.	$0
✖	The vessel is not fitted with a Ballast Water Treatment System (BWTS)	This may be required before the next International Oil Pollution Prevention (IOPP) certificate expiry date on the 21st January 2018.	$0
−	No evidence was provided that the vessel uses Environmentally Acceptable Lubricants (EALs) or an air seal. Therefore, the vessel's oil-to-water interfaces could not be confirmed as being USA VGP complaint in this regard.	For Information.	$0
−	As the vessel has not engaged in trading operations, SIRE and HVPQ inspections have not been conducted.	For Information.	$0
−	Annual firefighting and lifesaving appliances inspections and surveys have not been conducted since the vessels date of delivery.	Although firefighting and lifesaving appliances were in cosmetically good condition, ensure equipment is fully serviced and tested.	$0
✓	The vessel is built to Ice Class Category II standards.	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	85	Management	71

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

Design and Construction	40	Hull	90
Mooring Decks	90	Weather Decks and Fittings	90
Ballast Tanks and Systems	80	Accommodation	100
Bridge and Navigation Equipment	90	Engine Room and Machinery	90
Fire Fighting Equipment and Systems	80	Lifesaving Appliances	80
Safe Working Environment	80	Pollution Control	80
Onboard Management	80	Vessel Capabilities and Cargo Systems	100
Forthcoming Regulatory Compliance	80	Crew Welfare	80
Crew Performance	100	Safety Management	80
Planned Maintenance System (PMS)	80	Classification and Certification	40
PSC Performance	80		

DESIGN AND CONSTRUCTION

40

The construction and design was found to be poor overall, with the vessel built to non-IACS standards, Rules and Ice Class Category 2 specifications in the People's Republic of China by Example Shipyard with the keel laid on 01/01/2016. The vessel is a Products Tanker, with 6 tanks, driven by two fixed pitch Schottel Azimuth Thrusters with additional manoeuvrability supplied by one Veth-Jet, 2 channel, 260kW Bow Thruster. The vessel has two, NOx Tier 2, Wartsila W6L20 main engines capable of supplying 1200kW at 1000RPM, three Caterpillar C18 Auxiliary Engines supplying 330kW at 1500RPM and a Caterpillar C7.1 engine capable of supplying 164kW at 1500RPM which is used as the Emergency Generator. It is subject to the Enhanced Survey Program (ESP) but does not hold a Class notation for in Water Surveys. Apart from the equipment required by international rules and regulations, the bridge is also fitted with an external CCTV system and the engine room and machinery are fitted with UMS capabilities and sea water box coolers. However, as the vessel is unclassed, re-testing and commissioning of the UMS system would need to be conducted in order for the notation to be reapplied.

HULL

90

The hull was seen to be in a good to very good overall condition, with the hull able to be inspected from the starboard side only. The vessel was found to be free of both major and minor structural defects and was free of coating breakdown and corrosion however, minor surface corrosion sighted to the shell plating verticals with suspected fender contact markings. Hull markings were well painted and legible with minor marine fouling observed.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel is built to Ice Class Category II standards. **Corrective Action:** Positive.	$0

MOORING DECKS

90

The Mooring decks were seen to be in a very good condition overall with the decks found to be free of structural defects and free of coating breakdown and corrosion. It is reported that the Mooring Decks have been cosmetically maintained by the DAMAEN shipyard workers whilst the vessel has been laid-up. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Electric windlasses and winches were reported to be fully operational. The vessel is noted with the ability of lowering the forward and aft masts by hydraulic rams. Mooring machinery was in good condition with the band brake linings seen to have substantial thicknesses and clutching and gearing arrangements sufficiently greased. However, brake band wheels were noted with minor surface corrosion, suspected to be from very little use. Anchor chains were in a good condition, however mooring ropes were in a fair condition, due to being stored on the main deck and exposed to the elements. The bitter end release arrangements were seen to be clear and unobstructed however, the emergency towing booklet was not seen to be available near to the Foc'sle.

WEATHER DECKS AND FITTINGS

90 The Weather Decks and Fittings were seen to be in good to very good condition overall, with the decks found to be free of structural defects and was free of coating breakdown and corrosion. It is reported that the Weather Decks have been cosmetically maintained by the DAMAEN shipyard workers whilst the vessel has been laid-up since new build. Deck fittings were found to be in a good condition with pipework and fittings free of leakages. The two aluminium accommodation ladders were noted to be in a good overall condition, with no notable defects found.

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. BWT10, 12, and 25 were entered for inspection. The inspected ballast tanks were found to be generally free of significant structural defects and were free of coating breakdown and corrosion however, early stage corrosion noted to longitudinals and web and face plates with peeling of coatings noted in areas.

Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition Tanks were seen to have no mud/sediment accumulation and 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: The vessel is not fitted with a Ballast Water Treatment System (BWTS) **Corrective Action:** This may be required before the next International Oil Pollution Prevention (IOPP) certificate expiry date on the 21st January 2018.	$0

ACCOMMODATION

100 The accommodation areas were seen to be in a very good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The medical facilities were noted to be good however, no drugs or medical equipment sighted onboard. The accommodation was found to be outfitted to a high quality. The Air Handling Unit (AHU) was not in operation at the time of inspection however, was sighted to be in a good condition. The galley equipment was deemed to be in a good overall condition, however provision stores and fridges were off as no crew is currently living onboard. The galley was found to be in a very clean condition with the galley hoods also found to be kept clean. The external superstructure was found to be free of structural defects and was free of coating breakdown and corrosion however, outside deck plating noted with areas of cosmetic maintenance. 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.

BRIDGE AND NAVIGATION EQUIPMENT

90

The Bridge and navigation equipment were found to be in a good to very good condition overall with housekeeping found to be good. Several pieces of equipment were noted to be switched off as the vessel is currently not operating and has been laid-up since 2018. The vessel's Voyage Data Recorder (VDR) sighted with alarms however, it is suspected this is relating to equipment not in current use. The Bridge Navigation Watch Alarm System (BNWAS) was noted to be in the off position and could not be tested at the time of inspection. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were noted to be out of date along with the vessel's Berth to Berth passage plans. RADAR blind sectors were seen to be posted near the RADARs with the compass deviation card up-to-date and available near to the helm. The S-Band Radar and the Gyro Compass noted with a fault. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 but did not have a valid shore side service agreement in place with logs and records not updated since 2018. Radio batteries were noted to be in a good condition however, may require renewal as no testing of equipment has been conducted since 2018. The VHF station noted with a low battery level alarm however, it is suspected this is due to chargers not being on. EPIRB, SART and VHF handheld batteries were noted to have expired. 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. It was noted that no annual maintenance,

ENGINE ROOM AND MACHINERY

90 The Engine room and machinery were found to be in a good to very good overall condition, with no significant defects reported or observed and with the engine room generally found to be very clean. During the inspection the Auxiliary Engines, Main Engine and air compressors 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 critical spares inventories unknown as no Safety Management System (SMS) is in place. The NOx Technical file was not updated due to an extended period in a laid-up condition. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. Since 2018, the starboard Main Engine has recorded 1032 total running hours with the portside Main Engine recording 1105 running hours. As no further information was provided relating to maintenance schedules, further investigation should be conducted into the condition of Cylinder heads, Pistons, Bearings and Cylinder liners. 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. Since 2018, the Auxiliary engines have recorded the following total running hours: DG1 617hrs, DG2 663hrs and DG3 717hrs. As no further information was provided relating to Auxiliary Engine maintenance schedules, further investigation should be conducted into the condition of each engine. 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 barring purifiers, pumps, fresh water generator, filters and refrigeration systems, which were not fully operational. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

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 however, not all servicing and inspections were up to date. 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, Deck Foam and Water Spray for the cargo areas and None in the accommodation. Fixed firefighting systems were all reported to be in good working condition however, not all instructions were clearly posted with no clear operating instructions were posted for the firefighting systems. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was 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: Annual firefighting and lifesaving appliances inspections and surveys have not been conducted since the vessels date of delivery. **Corrective Action:** Although firefighting and lifesaving appliances were in cosmetically good condition, ensure equipment is fully serviced and tested.	$0

LIFESAVING APPLIANCES

80

Lifesaving appliances were seen to be in a good overall condition with some equipment noted with overdue servicing. 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 not tested during the inspection however, it was reported that the engine is in good condition. 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 however, Hydrostatic Release Units (HRUs) were noted to have expired in 2020. Davits and lowering arrangements were found to be in good condition overall though no evidence of regular maintenance and servicing was provided due to no evidence of regular maintenance and inspection of the launching appliances was provided. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were in a good overall condition however, regular servicing has not been conducted. Embarkation ladders were found to be in a good, well maintained condition though issues were identified with the pyrotechnics and line throwing apparatus as it was noted that these have expired.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Annual firefighting and lifesaving appliances inspections and surveys have not been conducted since the vessels date of delivery. **Corrective Action:** Although firefighting and lifesaving appliances were in cosmetically good condition, ensure equipment is fully serviced and tested.	$0

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. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. The Safety Management System (SMS) is noted not to be up-to-date as the vessel is primarily in a new-build state and follows DAMEN shipyard safety/guidance. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good safe condition with clear pilot boarding instructions posted.

POLLUTION CONTROL

80

Pollution control was deemed to be good overall however, as the vessel has had no crew onboard, a correct Safety Management System had not been implemented but, was free of pollution hazards. The vessel does not hold a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was not tested during the inspection and no evidence was provided that the 15ppm Oil Content Meter (OCM) was calibrated as required. 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 locked at the time of inspection, but was noted to be in a good overall condition. The Oil Record Book (ORB) was not sighted during the inspection. The vessel is not fitted with a Ballast Water Treatment System (BWTS), which will be required before the next International Oil Pollution Prevention (IOPP) certificate expiry date on the 13-Mar-23, though may be required by the next out-of-water docking if the vessel intends on trading in the USA. The vessel was not found to be Vessel General Permit (VGP) compliant, as the vessel had no valid oil-to-water interface controls such as Environmentally Acceptable Lubricants (EALs) or an Airseal. The vessel's sewage treatment plant is not in use however, is noted to be in a good condition. 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 last updated in March 2018 with combustible garbage landed ashore for processing.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel does not hold a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. **Corrective Action:** For Information.	$0

Description	Estimated

		Cost [USD]
⊖	**Issue:** No evidence was provided that the vessel uses Environmentally Acceptable Lubricants (EALs) or an air seal. Therefore, the vessel's oil-to-water interfaces could not be confirmed as being USA VGP complaint in this regard. **Corrective Action:** For Information.	$0

ONBOARD MANAGEMENT

80

Onboard management was found to be good overall with security and maintenance conducted by DAMEN Shipyard employees. The Safety Management System (SMS), MLC Certificates and PMS systems are not currently in use with no implementation since 2018. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 0 inspections conducted in the past three years. The vessel's flag is targeted by the Paris Memorandum of Understanding (MoU), Tokyo Memorandum of Understanding (MoU) and United States Coastguard (USCG) and therefore will likely be subject to increased scrutinization by port state control (PSC).

VESSEL CAPABILITIES AND CARGO SYSTEMS

100

Vessel capabilities and cargo systems were deemed to be in a very good overall condition. The vessel is equipped with 6 cargo tanks, and can carry up to 1 segregations of cargo. Cargo Tanks No.1 and No.4 were entered for inspection, however no photographs of previous tank entries were provided for review. Cargo tank structural members were found to be free of damage as were tank fixtures, such as ladders and pipework etc. Cargo tanks have corrugated internal bulkheads with Epoxy coatings and were free of coating breakdown and corrosion. Thermal oil tank heating system with coils are fitted to tanks however, noted with surface corrosion. Electrically Driven deep well cargo pumps are fitted, although have not been tested but, in a good overall condition. The vessel has eductors for cargo stripping, which were not tested however, seen to be in a good condition. The tank cleaning system reported to be in good condition however, not tested. The hose handling crane was noted to be in a visually good condition however, not tested. The Cargo Control Room (CCR) was noted to be in a good condition however, Emergency Shutdown Devices and Monitoring Systems were not tested. Pressure-Vacuum valves were in a good visual condition with operating pressures clearly marked. The vessel is not fitted with a Vapour Emission Control System (VECS). PV valves and gas monitoring equipment is noted not to have been calibrated as the vessel has not entered service. The vessel has not conducted SIRE or HVPQ inspections since build.

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:	376.9 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	149.9 m^3

What fuel type does the vessel run on for the majority of the time?	Diesel / Gas Oil

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	Wartsila	Wartsila	Caterpillar	Caterpillar	Caterpillar	
Model	W6L20	W6L20	C18	C18	C18	
Number of Cylinders	6	6	6	6	6	
Speed (RPM)	1,000	1,000	1,500	1,500	1,500	
Bore (mm)	200	200	145	145	145	
Stroke (mm)	280	280	183	183	183	
Nox Tier	2	2	2	2	2	

Main Engine Maintenance

Class Surveys

Were all Class and Statutory certificates valid? ☒ No

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

Is the vessel on the Enhanced Survey Program (ESP)? ☑ Yes

Does the vessel have an In Water Survey Class notation? ☒ No

Is the vessel ice classed? ☒ No

What was the location of the last out-of-water docking?	*As new build, 2018.*
Is the vessels last dry dock report provided and attached?	☒ No
Does the vessel intend to dry dock before the next scheduled bottom survey?	☒ No
Has the vessel remained with the same flag since build?	☑ Yes
Has the vessel remained with the same Class since build?	☑ Yes
Does the vessel have any Conditions of Class or Recommendations of Class?	No

Does the vessel have any Class Memos, Observations or Additional Requirements? ☒ 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:	700,000
What was the status of the vessel at the time of inspection?	Standing by

DESIGN AND CONSTRUCTION

Design and Construction Condition

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

☑ Yes

Under what IACS Class society supervision was the vessel built?	Example Class
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	No, vessel less than 10 years old

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☑ Integrated Bridge system

☑ Enclosed Bridge Wings

☑ Internal and External CCTV system

Engine Room & Firefighting

☑ UMS Capabilities (regardless of Class notation)

vessel has had a notation for UMS however, re-testing and commissioning of equipment must be conducted and approved by class.

☑ Sea Water Box coolers

All coolers installed in both sea chests.

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?	None
What was the condition of the hull markings?	Well painted and clearly legible
What type of anti-fouling coating was applied?	Organotin-free self-polishing type
What level of marine fouling was seen?	Minor

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	0.6
Aft: (m)	2.8

Was the upper sections of the rudder visible? ☒ No

MOORING DECKS

Mooring Decks Condition

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

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

Were clutching and gearing arrangements sufficiently greased? ☑ Yes

What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope

What was the condition of the mooring ropes / wires?	Fair
Please provide further details	*Some of visible ropes aged due to long weather exposure.*

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? ☒ No

What type of snap back warning signs/zones were posted?	No warnings posted
Please provide further details	*Snap-back zone warnings were not seen to be posted at the entrance to mooring decks*

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

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

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

Was an 'emergency towing booklets/procedures' available near to the foc'sle? ☒ No *Emergency towing procedures were not available near to the foc'sle*

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

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☑ Yes
Please provide further details	*Tanks Entered: BW10, BW 12, BW 25*
Were recent (last 12 months) ballast tank inspection photographs provided?	☒ No
Were inspection reports or reports of the tanks condition provided?	☒ No
Were the tanks free of any structural damage or indentations?	☑ Yes
What was the level of Ballast Tank coating breakdown and corrosion?	None
Were ballast tanks coatings certified to PSPC standards?	☑ Yes
What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?	Good
Were the ballast tanks fitted with sacrificial anodes?	☒ No
Anode depletion:	%
How much mud/sediment was seen inside the ballast tanks?	None
Please provide further details	%
Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?	☑ Yes

Were ballast tank manhole covers seen to be in good condition?	☑ Yes
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	☑ Yes
Were the ballast and/or anti-heeling pumps reported to be fully operational?	☑ Yes
What condition were the ballast and/or anti-heeling pumps in?	Good

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes	
What was the condition of the flooring and wall coverings?	Good	
What was the condition of the upholstery and furniture?	Good	
What were the general levels of housekeeping and cleanliness?	Good	
What was the level of hygiene of the sanitary facilities?	Good	
Was all laundry equipment in good working order?	☑ Yes	
Was the Hospital well equipped and ready for use?	☒ No	*Vessel not provided with Hospital, as it is designated for max 14 crew members.*
Were the drugs controlled and substances seen to be locked away?	☒ No	*Due to the facts that vessel was in laid-up status and there are no any medicine or controlled substances on board.*
Was the associated drugs log kept up to date?	☒ No	
What was the quality of accommodation outfitting?	High quality of outfitting	
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☒ No	*AHU not in service at the time of inspection. Reported as in fully functional condition.*
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?	☒ No	*Galley not in operational status, as no crew on board. All equipment looks to be high quality and "new" condition.*
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?	☒ No	*No provisions on board.*
Were provisions stores clean and hygienic?	☑ Yes	
Were provisions stores at the required temperatures?	☒ No	*Cold provisions stores equipment not in service, as during laid-up period vessel is without crew on board.*
Were provision stores temperatures recorded and records kept nearby?	☒ No	*Provisions stores temperature records were not recorded or kept near the stores.*

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

Was Wi-Fi provided on-board?	No
Please provide further details	*As vessel is in laid-up status no wi-fi observed on board.*

Is access provided to catering facilities or food at all times? ☒ No

Please provide further details *No crew on board, therefore not required.*

What Public Recreation equipment did the crew have access to? ☑ Sauna

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.)? ☒ No

Please provide further details *No information, as no crew on board of vessel since 2,018.*

What facilities were provided in crew cabins? ☑ Sofa ☑ Desk

Does the vessel have any onboard training facilities?	No

Is there a crew suggestion policy in place? ☒ No

Please provide further details *No crew on board since 2,018, during laid-up period.*

Does the crew have access to a bonded store?	No
Please provide further details	*Being in laid-up status, there are no bonded stores on board.*

Are the crew given additional periods of rest throughout the working week (e.g Sunday off)?	No
Please provide further details	*No information.*

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational?	☑ Yes	
Was the bridge found to be clean and well maintained with good housekeeping?	☑ Yes	
Was the view from the bridge clear and unobstructed?	☑ Yes	
Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months?	☒ No	*Periodical tests not required in laid-up status, therefore not carried out since 2018.*
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?	☒ No	*Alarms noticed in initial stage of inspection as not all navigation equipment started at the time: S band radar and gyro.*
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?	☒ No	*BNWAS reported in fully operational stage, but not used due to laid-up status. General visual condition good. No key on board to be tested.*
Normal time setting at sea	*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?	☒ No	*Charts not up-dated since 2,018, due to laid-up status.*
Was the Echo Sounder fully operational?	☑ Yes	
Were the RADARs fully operational?	☑ Yes	
Were the "blind sectors" posted near to the RADARs?	☑ Yes	
Does the vessel receive up to date weather information?	☒ No	*Laid-up status, with no crew on board.*
Was an in-date compass deviation card posted near to the helm?	☒ No	*No in-date compass deviation card was posted near the helm*
Was a compass deviation log kept, up to date and free of any major deviations?	☒ No	*No records, due to laid-up status.*
Were azimuth rings (bearing diopters) found to be available on the bridge?	☒ No	*Azimuth rings (bearing diopters) were not available on the bridge*

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?	☒ No	*All batteries expired. No renewed by owners during laid-up period.*		
Was a valid GMDSS shore servicing certificate seen to be posted near to radio equipment?	☒ No	*No valid shore servicing certificate was posted near the GMDSS radio equipment*		

Documentation Condition

Were berth to berth passage plans seen on-board?	No

Please provide further details	*Vessel not sailing since 2,018.*

What format were nautical publications provided in?	Electronic

Were the Master's standing orders and night orders found to be signed by all navigating officers?	☒ No	*Master's standing orders and night orders were not seen to be signed by all Navigating Officers*
Was the bridge log book up to date and correctly filled in?	☒ No	*No logs since 2,018, laid-up status. Last records in 22 March 2,018.*
Was the GMDSS log book up-to-date and correctly filled in?	☒ No	*No logs since 2,018, laid-up status.*

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 ☑ Main Engine(s) ☑ Air compressors	
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes	
What was the general cleanliness of the Engine Room?	Very Clean	
Were bilges and tank tops free of oil and water?	☑ Yes	
Was housekeeping to a good overall standard?	☑ Yes	
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☒ No	*No list with critical spares existing on board, at the time of inspection. Some spare part boxes observed on board.*
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?	☒ No	*Vessel not in service since 2,018. As per statement of owner's representative, main engines and auxiliary engines are started periodically only for balancing/conservation reasons, therefore no extensive service period for equipment. LO analyses not carried out.*
Was the NOx Technical file kept up to date?	☒ No	*Provided only some soft copies. No entries anyhow, as during laid-up period not maintenance works required.*
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☒ No	*Vessel not in service, no crew on board.*

Were all machinery special tools provided and in good condition?	☒ No	*No tools observed on board, probably were collected for safety reasons during laid-up of vessel.*

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?	☒ No	*Main Engine performance tests not carried during laid-up period.*
Was there any overdue maintenance on the Main Engine Turbochargers?	☒ No	

Propulsion

What type of propulsion does the vessel have?	Azimuth Drive	
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?	☒ No	*Reported to be in functional condition but not used since 2018, due to laid-up status.*
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	*Performance tests not carried during laid-up period. Auxiliary engines started monthly only for conservation purposes.*
Does the vessel have a shaft generator?	☒ No	
Does the vessel have a shaft motor (Power Take-In)?	☒ No	

Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?	☑ Yes	
What type of boiler is fitted?	Thermal Oil	
Was the boiler in good working condition?	☒ No	*Boiler not in service since 2,018, in laid-up period.*
What condition did the Boiler appear to be in?	Good	
Were boiler safety valves in satisfactory condition?	☑ Yes	

Equipment	Fully operational?	Condition
Purifiers	No	Good
Pumps	No	Good
Coolers	Yes	Good
Air Compressors	Yes	Good
Fresh Water Generator	No	Good
Filters	No	Good
Fans	Yes	Good
Refrigeration Systems	No	Good

Why was 'No', 'Fair' or 'Poor' selected above?

Equipment has been not tested or running tests carried out during inspection. General visual aspect of all equipment is 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? ☒ No

Vessel not provided with steering gear room, as steering is provided by Schottel Azimuth Thrusters.

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?	☒ No
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?

☒ No

Due to laid-up status not regular periodical services carried out since 2,018, except some FFE systems, which were required by local port authorities: CO2 station and fire extinguishers.

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?	☒ No	*No clear operating instructions were posted for the firefighting systems.*
Was the fixed firefighting system release protected against unauthorised operation?	☑ Yes	
Was the main fire pump working?	☒ No	*Laid-up status.*
Was the emergency fire pump working?	☒ No	*Laid-up status.*
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?	☒ No	
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:	*Poop deck and bosun store.*	

Was the BA equipment fully charged in good condition?	☑ Yes	
Was the Emergency Generator tested during the inspection?	☒ No	
Was the Emergency Generator in working order?	☑ Yes	
Were Emergency Generator Starting instructions clearly posted?	☑ Yes	
What was the condition of the Emergency Generator?	Good	
Was the "18 hour" fuel level marked on the emergency generator fuel tank?	☒ No	*The 18-hour fuel level was not marked on the emergency generator fuel tank.*
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? ☒ No

No periodical services carried out during laid-up period, since 2,018.

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? ☒ No

Were lifeboat engines in good working order? ☒ No

In laid-up period, since 2,018, the engine was only turned for conservation purposes periodically.

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?	Poor

Please provide further details

Not serviced since December 2,017. Visual condition without deterioration or damages.

Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged?	☒ No	*Expired since November 2,018.*
What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?	Good	
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?	☒ No	*No evidence of regular maintenance and inspection of the launching appliances was provided.*
Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	☒ No	*Condition of all equipment looks good, but not required periodical services carried out. Batteries of lights for life jackets, for lifebuoys, MOB expired. immersion suits not regularly inspected and pressure tested.*
Were Man Overboard Buoy (MOB) smoke and light signals in date?	☒ No	*expired since 2,020 due to laid-up status*
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?	☒ No	*Pyrotechnics expired since 2,020 due to long laid-up status. Line throwing apparatus not available on board at the time of inspection.*

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?	☒ No	*No crew on board due to laid-up. PPE not observed.*
Are 'Enclosed Space Entry' procedures implemented?	☒ No	
Is an effective Permit To Work (PTW) process implemented?	☒ No	
Is an effective Risk Assessment (RA) process in place?	☒ No	
Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted?	☒ No	*Equipment is less than 5 year old. Annual inspections not carried out in laid-up period.*
Are main and emergency exits clearly identified and unobstructed?	☑ Yes	
Are sufficient portable oxygen and gas detection meters provided and regularly calibrated?	☒ No	*Portable oxygen and gas detection meters were probably removed from vessel for safety reasons during laid-up. Calibration not carried out regularly during laid-up period.*

What is the working language of the vessel?	English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?	☑ Yes	
Are all IMO signs correctly placed, and compliant with IMO requirements?	☑ Yes	
Does the vessel have an adverse history of accidents and near-misses?	☒ No	
Is the vessel equipped with an approved SOLAS training manual?	☒ No	*The vessel is not equipped with an approved SOLAS training manual.*
Were the pilot ladders and boarding arrangements in a good, safe condition?	☑ Yes	
Does the vessel have clear pilot boarding instructions posted?	☑ Yes	
Are regular drills conducted on board?	☒ No	*No crew on board due to laid-up status.*

POLLUTION CONTROL

General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)?	☒ No	*Vessel is not in service, not crew on board.*
Is the vessel free of pollution hazards?	Yes, with no hazards	
Were scuppers plugged in port as required?	☑ Yes	
Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)?	☒ No	*The vessel does not hold a Class approved Inventory of Hazardous Material (IHM)*

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?	☑ Yes	
Was the OWS reportedly operational?	☑ Yes	
What was the condition of the OWS?	Good	
Was the OWS Tested?	☒ No	
Was the 15ppm meter calibrated?	☒ No	*No evidence was provided that the Oil Content 15ppm Meter (OCM) was calibrated as required.*
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?	☒ No	*SOPEP folder found in accommodation only. List not posted as vessel is not in service.*
Was the Oil Record Book (ORB) up to date and correctly filled in?	☒ No	*Last record filled during the only voyage from China to Romania in 2,018.*
Were previous bunkering checklists correctly filled out?	☒ No	*Not available on board. No bunkering operations since 2,018.*
Were bunker samples correctly stored?	☒ No	*No bunkering operations since 2,018.*
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☒ No	*The vessel is not equipped with a Ballast Water Treatment System (BWTS)*
Date of International Oil Pollution Prevention (IOPP) certificate expiry	*24-Jan-23*	
What regulation is listed on the Ballast Water Management Certificate?	D-2	
Was the Ballast Record Book up to date and correctly filled in?	☑ Yes	
Date of last entry	*20-Feb-18*	
Is the Vessel General Permit (VGP) compliant?	☒ No	*The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard*

Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted?	☑ Yes	

Was the Sewage Treatment Plant operational?	☒ No	*Sewage Treatment Plant was found in good condition but not working during laid up period and also not tested during inspection.*
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?	Fair	
Please provide further details	*Not opened during inspection.*	

Garbage - Marpol Annex V

Does the vessel have a garbage management plan?	☑ Yes	
How was the condition of Garbage segregation?	Good	
Were Garbage containers of approved, non-combustible type?	☑ Yes	
Was the Garbage Record Book (GRB) up to date and correctly filled in?	☑ Yes	
Date of last entry	*23-Mar-18*	
Category of last entry	*Plastics, food waste, domestic waste.*	

Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate?	☑ Yes	
Is the vessel compliant with IMO 2,020 Sulphur cap regulations?	☒ No	*The IAPP certificate issued in 2,018 allows use of 3,5% HSFO.*

Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas?	☒ No	
Was an Incinerator fitted?	☒ No	
Does the vessel have an Emission Control Area (ECA) change-over log?	☒ No	*Due to long laid up status, since 2,018, cannot be found on board.*

EEXI

Does the vessel have an EEDI score assigned at build?	☑ Yes
What is the EEDI score?	*13.96*
What fuel type does the vessel run on for the majority of the time?	Diesel / Gas Oil
Does the vessel have any energy efficiency technologies installed?	☒ No
Is the vessel ice classed?	☒ No
Does the vessel have a shaft motor (Power Take-In)?	☒ No
What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	24-Jan-23

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?	☒ No	*Laid-up status since 2,018. No crew on board.*
Were the officers familiar with, and allowed easy access to, the SMS?	☒ No	*No crew on board of vessel since 2,018.*
Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?	☒ No	*Vessel not in service. Permits to Work, Risk assessments and Safety procedure not provided during inspection.*
Is the SMS system regularly reviewed by the Master?	☒ No	*Vessel not in service.*
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☒ No	*No records found for the period of voyage from China to Romania. Since 2018 vessel is not in service. Not crew on board.*
Are regular safety committee and management meetings carried out on board?	☒ No	*Vessel not in service.*
Does the vessel have a valid MLC certificate?	☒ No	*MLC Certi cate not available on board.*
Were Hours of Rest (ILO) records correct and up to date?	☒ No	*Vessel is not in service. No crew on board.*
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☒ No	*Vessel in laid-up status.*
Was the PMS a fully integrated type system? (i.e. has integration with the SMS, spares ordering and is accessible by shore side management)	☒ No	
Were there any critical overdue PMS work orders?	☒ No	

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	0
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? ☑ Yes

Paris MOU:	Grey
Tokyo MOU:	Grey
USCG:	Targeted

Is an effective system of security access control, conforming to ISPS standards, in place upon boarding the vessel?	☒ No	*Vessel without crew. Example Shipyard's providing security for the vessel since 2018, during laid-up.*
Do the Master and Chief Engineer have an effective hand over procedures?	☒ No	*Vessel not in service.*
Are random or specific drug and alcohol testing carried out?	☒ No	
Were the Master and crew prepared for the Inspection?	☒ No	*No crew on board. Owner's representative was actually a project coordinator, employee of Damen's Galatzi shipyard.*

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?	Poorly managed
Please provide further details	*No management system on board as no crew due to laid-up status. Only one shipyard worker assigned for kind of patrolling on both vessels laid-up in Damen Galatzi Shipyard.*

VESSEL CAPABILITIES AND CARGO SYSTEMS - TANKER

Cargo Tanks

How many Cargo Tanks does the vessel have?	6
How many cargo segregations can the vessel carry?	1

Cargo Tank Capacity (m³)

COT No.1 combined	1,308 m^3
COT No.2 combined	1,386 m^3
COT No.3 combined	1,335 m^3
COT No.4 combined	924 m^3
COT No.5 combined	1,540 m^3
COT No.6 combined	1,386 m^3

Cargo Tank Capacity (m³)

COT No.7 combined	m^3
COT No.8 combined	m^3
COT No.9 combined	m^3
COT No.10 combined	m^3
Slop Tank No.1	152 m^3
Slop Tank No.2	152 m^3
Total Capacity	8,183 m^3

Were the Cargo tanks able to be entered and inspected?	☑ Yes	*Cargo tanks 6 and 3*
Were recent vessel cargo tank inspection photographs provided?	☒ No	
Were inspection reports or other information relating to the cargo tanks' condition provided?	☒ No	
Were cargo tank structural members found to be free from damage (e.g. side plating, sumps and framing)?	☑ Yes	

Are the cargo tanks coated?	Fully coated

Were the cargo tank fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?	☑ Yes

What was the level of cargo tank coating breakdown and corrosion?	None

What was the last cargo carried?	N/A
What is the next intended cargo to be carried?	N/A

Are heating coils fitted?	☑ Yes	*Steel coils installed on tanks' bottoms. Thermal oil used as heating agent.*
Were all heating coils reportedly operational?	☑ Yes	
Is pipework passing through the tanks seen to be in good condition?	☑ Yes	
Does the vessel have any independent tanks, i.e. tanks located on the deck?	☒ No	

Pumping and Piping Systems

What type of main cargo pumps are fitted?	Electrically Driven deep well
What is the capacity of each of the deep well pumps?	200 m³/hr
What is the manufacturer of the deep well pumps?	MARFLEX

Were deep well pump cofferdams regularly purged?	☒ No	*Cargo pumps motors installed on main deck.*
Were all the pumps fully operational?	☒ No	*Reported functional but not tested.*

What condition were the pumps in?	Good

Was the pump room accessible?	☒ No

What cargo stripping arrangements is the vessel fitted with?	Eductors

Were stripping arrangements fully operational?	☑ Yes

What condition were the stripping arrangements in?	Good	
Is pumping system oil condition monitoring carried out?	☒ No	*Frequency (months):*
What condition was the cargo pipework in?	Good	
Are deck cargo piping, manifolds and relevant deck equipment suitably marked?	☑ Yes	
Are reducers, removable U-bends and cargo hoses, if carried, in good condition?	Yes	
Is the Vessel Fitted with Tank Cleaning Equipment?	☑ Yes	
Is the Tank Cleaning system in full working order?	☒ No	*Reported functional but not tested.*
Is the vessel fitted with a hose handling crane(s)?	☑ Yes	
Were the crane(s) seen in operation?	☑ Yes	
Is the crane in full working order?	☑ Yes	
What condition was the crane(s) in?	Good	

Monitoring and Safety Arrangements

Are tanker level monitoring systems in full working order?	☒ No	*Reported functional but not tested.*
Does the vessel have a dedicated Cargo Control Room (CCR)?	☑ Yes	
Are all cargo Emergency Shutdown Devices (ESD) in full working order?	☑ Yes	
Is the vessel fitted with an Inert Gas (IG) system?	☒ No	

What condition were the Pressure-Vacuum (PV) Breakers in?	Good

Were the operating pressures clearly marked on the PV Breakers? ☑ Yes

Is the vessel fitted with a Mast Riser? ☑ Yes

What condition was the Mast Riser in?	Good
What condition was the Deck seal in?	Good

Is the vessel fitted with a Vapour Emission Control System (VECS)? ☒ No

Are hoses pressure tested and certificated? ☒ No *No cargo hoses available on board at the time of inspection.*

If appropriate, are fire wires in good condition and properly rigged?	N/A - No fire wires fitted

Is the vessel provided with suitable gas monitoring instruments? ☒ No *Portable instruments, but not available at the time of inspection.*

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

Vetting

Is the vessel older than 15 years? ☒ No