Report commissioned by:

Example Individual

Organisation:

Example Organisation

PRE-PURCHASE INSPECTION

EXAMPLE GENERAL CARGO

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT UNITED STATES
1st OCTOBER 2022

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Report commissioned for:	Example Individual
Organisation:	Example Organisation
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Time & date:	00:00 (UTC) on 1st October 2022

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example United States

01 Oct 2022

Status: Discharging

8 Hours Aboard

Limited documents provided

The Example Vessel is an Example DWT, Example Gross Tonnage, Example flagged, geared General Cargo vessel built to a good standard by Example Shipyard, in China, under Example Class supervision and was delivered on the 1st January 2010. The vessel is now Classed with Example Class.

A Pre-Purchase Inspection of the vessel was conducted on the 1st October 2022 in the United States by Idwal under instruction from Example Organisation.

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

80 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example
Previous Name	Example
IMO Number	123456789
Port of Registry	Example Port
Ship Type	General Cargo
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipbuilder
Delivery Date	01/01/2010
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
TEU	Example
Lightweight	Example MT

The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally maintained to a good standard. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 2 deficiencies and 0 detentions in the 4 inspections conducted in the past three years.

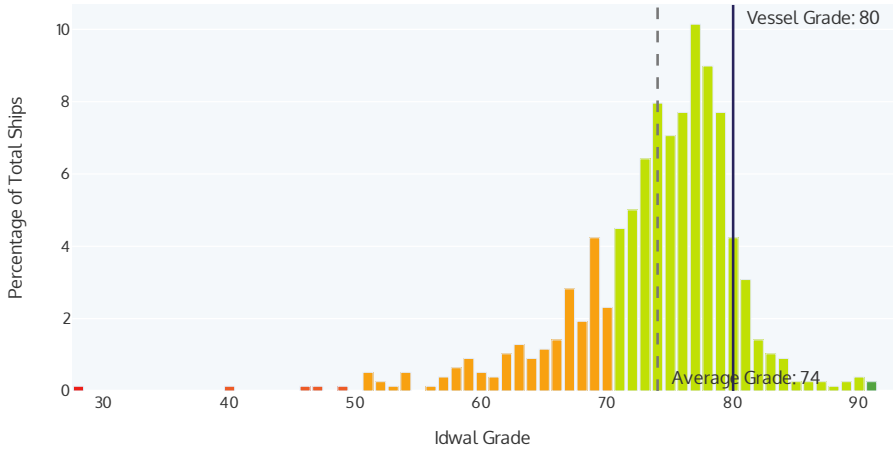
The vessel's Attained EEXI was calculated to be between 9.25 and 9.83, which is below the required EEXI of 11.18, and therefore the vessel can move ahead and prepare and verify the EEXI technical file for submission to the Recognised Organisation.

The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 14.62, which places the vessel in Band C for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band C by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan in 2023.

COMPARE YOUR IDWAL GRADE

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

Your Idwal Grade vs other General Cargo vessels



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

KEY

Your Idwal grade

Average Idwal grade

Grade range

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

Your Idwal Grade vs other General Cargo vessels, age 10-15 years

This graph shows your ship's Idwal Grade compared against other ships inspected in the same sector, within a similar age range, and how it compares against the average Idwal Grade for the sector.

KEY

Your Idwal grade

Average Idwal grade

All sector ships

Age comparable ships

The ship's grade may appear different when compared with the average of the two graphs. This is as a result of the second graph comparing a smaller and more focused sample of ships.

For a more in-depth analysis of where your vessel compares amongst its peers, please contact your Idwal sales rep.

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	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.	Various upgrades and modifications may be required if the vessel wishes to trade in the USA.	**$0**
−	Temporary repairs were seen on the fresh water generator sea water pipe.	Renew areas of pipework that have temporary repairs.	**$1000 - $5000**
−	Bow thruster seen with leaks.	Overhaul thrusters as soon as possible.	**$1000 - $5000**
−	Cross decks were seen to be used for storage, however the visible areas were seen with widespread corrosion and resultant staining.	Areas of coating breakdown and corrosion should be addressed when possible.	**$1000 - $5000**
−	Ballast tanks were seen with areas of scattered corrosion.	Areas of coating breakdown and corrosion should be addressed when possible.	**$1000 - $5000**
−	Hatch covers seen with multiple strips of sealing tape.	It should be ensured that hatch covers are weathertight.	**$0**
−	The Hydraulic pump unit for the hatches was seen with leaks.	To be rectified as soon as practical.	**$1000 - $5000**
−	External areas of the cargo systems such as hatch covers and cranes, including fittings such as control boxes were seen with developing corrosion, up to approximately 5% of the hatch cover surface area, mainly located near edges.	Areas of coating breakdown and corrosion should be addressed when possible.	**$5000 - $20000**
✓	The vessel is reportedly fitted with free to access limited use Wi-Fi system.	None.	**$0**
✓	A USCG approved BWTS is installed.	None.	**$0**

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

DECARBONISATION SUMMARY

The vessel was delivered to the market before the EEDI requirements, and therefore has no EEDI score assigned. Based on information provided by the vessel during the inspection, the Attained EEXI score was calculated to be between 9.25 and 9.83. This Attained EEXI score is below the required EEXI of 11.18, and therefore the vessel can move ahead and prepare and verify the EEXI technical file for submission to the Recognised Organisation. The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 14.62, which places the vessel in Band C for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band C by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan in 2023. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

EEXI

Required EEXI

11.18

$gCO_2/t.nm$

Attained EEDI/EEXI

9.25 - 9.83

$gCO_2/t.nm$

This vessel meets the required EEDI/EEXI

CII

Last Recorded CII (2021)

14.62

$gCO_2/t.nm$

Last attained CII Band (2021)

C

If the vessel maintains its last recorded CII score we anticipate it will be in Band C by 2023

GRADING DATA

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

SUB GRADES

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

Condition	77	Management	86

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	70
Ballast Tanks and Systems	80	Accommodation	80
Bridge and Navigation Equipment	80	Engine Room and Machinery	80
Fire Fighting Equipment and Systems	80	Lifesaving Appliances	80
Safe Working Environment	80	Pollution Control	80
Onboard Management	70	Vessel Capabilities and Cargo Systems	60
Forthcoming Regulatory Compliance	100	Crew Welfare	80
Crew Performance	70	Safety Management	80
Planned Maintenance System (PMS)	80	Classification and Certification	90
PSC Performance	80		

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in China, by Example Shipyard with the keel laid on 01-Jan-2008. The vessel is a General Cargo, with 3 holds, driven by a controllable pitch propeller. The Main Engine is a NOx Tier 1, Caterpillar and the vessel has 3 Auxiliary Engines, and a shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys. 2 Cargo Lifting Appliances are fitted. The UTM report showed only minor steel diminution. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and the engine room and machinery are fitted with incinerator sludge burning system, UMS capabilities and centralised sea water cooling.

HULL

80

The hull was seen to be in a good overall condition, with the hull able to be inspected from the port side only. The vessel was found to be free of both major and minor structural defects and had only minor localised corrosion, up to approximately 5% of the surface area, mainly located on the midships boot top area. Hull markings were well painted and legible with no marine fouling observed. The vessel's last out of water bottom survey was carried out on 21-Nov-20, with the vessel's next out of water bottom survey due by 31-Oct-25.

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, but were seen with instances of isolated spot corrosion. Deck fittings were found to be in a generally good condition with fairleads and mooring rollers free to turn when tested. All Electric windlasses and winches were reported to be fully operational. Mooring machinery was seen with instances of developing corrosion, particularly on braking arrangements, however the band brake linings were seen to have substantial thicknesses and clutching and gearing arrangements sufficiently greased. 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 seen to be structurally sound but had instances of coating breakdown and corrosion. 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.

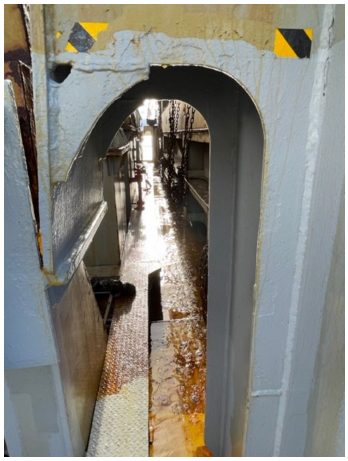
WEATHER DECKS AND FITTINGS

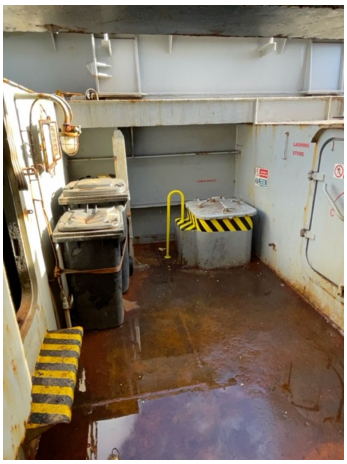
70

The Weather Decks and Fittings were seen to be in a fair to good condition overall, with the decks found to be free of structural defects. Walkways were seen to be free of significant corrosion with some spot corrosion seen near railings. Cross decks were seen to be used for storage, however the visible areas were seen with widespread corrosion and resultant staining. Deck fittings were generally seen to be in good condition, however some items such as platforms were seen with scattered corrosion and vents were seen with coverings and strops. Pipework and fittings were seen to be generally free of leakages. 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: Cross decks were seen to be used for storage, however the visible areas were seen with widespread corrosion and resultant staining. **Corrective Action:** Areas of coating breakdown and corrosion should be addressed when possible.	$1000 - $5000





BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. No tanks could be for operational reasons, however, photographs of previous tank entries in 29-Oct-22 were provided for review. From the photographs provided, it was seen that the ballast tanks were generally free of significant structural defects and had only minor scattered corrosion, up to approximately 5% of the ballast tanks total surface area, mainly located near lightening holes. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 5%. Tanks were seen to have a minimal amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be fully operational and all ballast pumps were in good working order and in good visual condition.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Ballast tanks were seen with areas of scattered corrosion. **Corrective Action:** Areas of coating breakdown and corrosion should be addressed when possible.	$1000 - $5000







ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall with floor and wall coverings generally found to be in good condition, however some some floor tiles in corridors were seen to be broken. Upholstery and furniture was found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with drugs and controlled substances locked away. The associated drugs log was kept up to date. The accommodation was found to be outfitted to an average quality. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature and was seen to be in good condition with no defects. The galley equipment was deemed to be in a good overall condition with all equipment reportedly in good working order. The galley was found to be in a clean condition with the galley hoods also found to be kept clean. The vessel's walk-in cold rooms were found 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 significant 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.

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. RADAR blind sectors were seen to be posted near the RADARs with the compass deviation card up-to-date and available near to the helm. The compass deviation log was found to be satisfactory, with no major deviations and generally up-to-date. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in 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

80

The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, purifiers, pumps and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in fair condition with some issues identified such as temporary repairs on the fresh water generator sea water pipe. Pipework lagging was generally seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The NOx Technical file was up to date and last updated on 11-Oct-22. The Main Engine was undergoing an overhaul at the time of the inspection. 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 Cylinder Liners overhaul schedule is subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided and Cylinder heads, Pistons and Bearings overhauls were within the service hours. Propulsion systems, such as shafts, gearing and bearings were in good working order with no defects reported or sighted. However the bow thruster was seen with leaks. 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 hour data showed that the engines overhaul schedule is subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was reported 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:** Temporary repairs were seen on the fresh water generator sea water pipe. **Corrective Action:** Renew areas of pipework that have temporary repairs.	$1000 - $5000


Description	Estimated Cost [USD]
Issue: Bow thruster seen with leaks. **Corrective Action:** Overhaul thrusters as soon as possible.	$1000 - $5000



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 and CO2 for the cargo areas and Galley CO2 in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. A fire pump was tested during the inspection and was found to deliver adequate pressure. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

LIFESAVING APPLIANCES

80

Lifesaving appliances were seen to be in a good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with 1 free-fall lifeboat, which was seen to be in good overall condition externally and internally. The lifeboat engine was tested during the inspection and found to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. The vessel is equipped with 3 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA) were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good safe condition with clear pilot boarding instructions posted. Regular drills were conducted on board with the last drill conducted on the 05-Nov-22, which was an emergency steering 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 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-Nov-22. A US coastguard approved Ballast Water Treatment System (BWTS) is fitted and was found to be fully operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel 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 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 06-Nov-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 26-Jul-22. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: 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. **Corrective Action:** Various upgrades and modifications may be required if the vessel wishes to trade in the USA.	$0

	Description	Estimated Cost [USD]
✓	**Issue:** A USCG approved BWTS is installed. **Corrective Action:** None.	$0

ONBOARD MANAGEMENT

70

Onboard management was found to be fair to good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date with no critical overdue work orders. The Class-approved system-based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be good with 2 deficiencies and 0 detentions in the 4 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 but with limited documents provided.

VESSEL CAPABILITIES AND CARGO SYSTEMS

60 Vessel capabilities and cargo systems were deemed to be in a fair overall condition. No cargo holds could be entered for operational reasons and no photographs of previous hold entries were provided for review. For this reason no assessment could be made of the condition of the holds, their fittings and coatings with the condition based upon vessels of a similar age, type, and size. The last cargo carried was Rice in bags, with the next intended cargo unknown. The vessel is fitted with hydraulic folding hatch covers, which were seen to be well aligned and closing correctly. Hatch covers were found to be free of structural defects and had spot corrosion, up to approximately 5% of the hatch cover surface area, mainly located near edges. Hatch cover operating systems were in full working order but control boxes were seen with surface corrosion. The Hydraulic pump unit was seen with leaks. Hatch cover rubber seals and retaining channels were in fair overall condition as hatch covers seen with multiple strips of sealing tape. Hold-open arrangements were in good condition. Landing pads in good condition with no excessive reported with hatch cover securing arrangements also in good condition. Hatch coamings were found to be free of structural defects and had only minor localised corrosion, up to approximately 5% of the hatch coaming surface area, mainly located near edges. The vessel has a Document of Compliance (DOC) for the carriage of dangerous goods and a Document of Authority (DOA) to carry grain. The approved cargo loading manual and stability booklet were found to be on board. Stability calculations were seen to be carried out, and the vessel is equipped with a Class-approved computer based stability software. Movable bulkheads and tween decks are carried, which were seen with instances of developing corrosion. The vessel is certified to carry heavy cargoes. Lashing equipment was seen to be in a good condition with an up-to-date inventory seen. Cargo securing fittings were found to be in good condition. The vessel uses it's own power for all Reefer containers, without the need for an additional auxiliary power unit. The vessel is equipped to carry 25 Reefer containers whose temperatures were effectively monitored. Reefer sockets were seen in good condition with switchboards free of low insulation or earth faults. The vessel has 2 cargo lifting appliances. Lifting appliances were found to be generally free of significant structural defects and had localised corrosion, up to approximately 10% of the surface area, which was more concentrated at edges. Wires were in good overall condition as were motors and hydraulic systems, which were free of defects and leaks. Lifting appliances components, such as sheaves, blocks and cylinders were seen to be in a good overall condition with controls and operating positions in good condition and safety devices fully operational. The slewing bearings were found to be in a good overall condition with evidence of bearing rocking tests conducted and recorded. Lifting appliances were regularly examined by shore side technicians with maintenance records accurate and up-to-date.

NOTABLE ITEMS

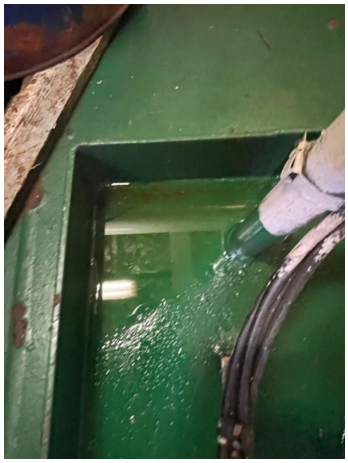
Description	Estimated Cost [USD]

Issue: Hatch covers seen with multiple strips of sealing tape.

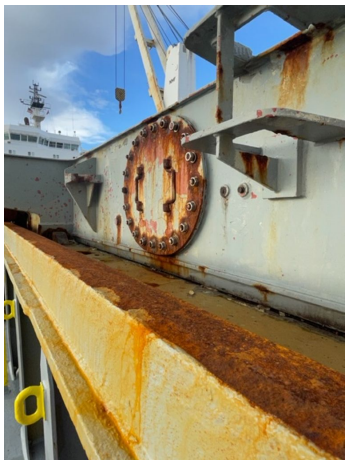
Corrective Action: It should be ensured that hatch covers are weathertight.

$0

Description	Estimated Cost [USD]
Issue: The Hydraulic pump unit for the hatches was seen with leaks. **Corrective Action:** To be rectified as soon as practical.	$1000 - $5000



Description	Estimated Cost [USD]
Issue: External areas of the cargo systems such as hatch covers and cranes, including fittings such as control boxes were seen with developing corrosion, up to approximately 5% of the hatch cover surface area, mainly located near edges. **Corrective Action:** Areas of coating breakdown and corrosion should be addressed when possible.	$5000 - $20000



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:	947.9 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	150.5 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	Caterpillar		MAN B&W	MAN B&W	MAN B&W	
Model	6M43C		D2,840LE301	D2,840LE301	D2,840LE301	
Mark/Series/Revision	68,326		47,425,198,012,506	47,425,198,062,506	47,425,198,132,506	
Number of Cylinders	6		10	10	10	
Speed (RPM)	500		1,500	1,500	1,500	
Bore (mm)	430		128	128	128	
Stroke (mm)	610		142	142	142	
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		213	213	213	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	18		1.5	1.5	1.5	
System Oil Consumption (litres/day)	80		0.2	0.2	0.2	

Running Hours since last overhaul (Hours)			6,637	26,553	19,817	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	12.5	16.5
Loaded Service	14	19.5
Ballast Eco	13	16
Ballast Service	15	18

Main Engine Maintenance

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

Main Engine No.1 **Unit Running Hours**

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	9,895	9,895	2,968	9,895	9,895	9,895						
Pistons	9,895	9,895	9,895	9,895	9,895	9,895						
Bearings	9,895	9,895	9,895	9,895	9,895	9,895						
Cylinder Liners	40,487	40,487	40,487	40,487	40,487	40,487						

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? ☑ Yes

Ice class: *IA*

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	21-Nov-20	31-Oct-25
Intermediate	12-Nov-18	31-Jan-24
Annual	28-Nov-21	31-Jan-23
Bottom In Water	20-Oct-18	21-Nov-23
Bottom in dry dock	21-Nov-20	31-Oct-25

What was the location of the last out-of-water docking?	*Example Port*
Is the vessels last dry dock report provided and attached?	☑ Yes
Does the vessel intend to dry dock before the next scheduled bottom survey?	☒ No
Has the vessel remained with the same flag since build?	☒ No
Please provide details of previous flags	*Example Flag*
Has the vessel remained with the same Class since build?	☒ No
Please provide details of previous Class societies	*Example Class*

Does the vessel have any Conditions of Class or Recommendations of Class?	No

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

☑ Yes

Please provide further details

The vessel is regarded as a Multi-purpose Dry Cargo Ship from class point of view and is regarded as a Heavy Load Carrier according to MARPOL VI, Chapter I, Reg 2.

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:	800,000
What was the status of the vessel at the time of inspection?	Discharging

DESIGN AND CONSTRUCTION

Design and Construction Condition

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

☑ Yes

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

Please provide further details

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

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

SAAB R4

Engine Room & Firefighting

☑ Incinerator sludge burning system

CSSC TEAMTEC

☑ UMS Capabilities (regardless of Class notation)

☑ Centralised Sea Water cooling

HULL

Hull Condition

What sections of the hull were inspected?	Port 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:	midships boot top area
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised

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 Jotun Paint Seaforce 30m Brown, Seaforce60m Red brown
What level of marine fouling was seen?	None

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	7.4
Aft: (m)	8.35

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?	Fair

Please provide further details *windlass in particular seen with instances of developing corrosion*

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?	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? ☒ No *reportedly not carried out*

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?	Minor instances of coating breakdown and corrosion
Was the condition of the bosun's store housekeeping?	Fairly neat with some scattered equipment

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

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

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations?	☑ Yes
What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	cross decks
Type of coating breakdown and corrosion:	☑ Localised
What was the general condition of the deck fittings e.g handrails, brackets, vent heads, walkways, lighting etc.?	Fair
Please provide further details	*vents seen with coverings and strops*
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 *1 propeller blade, 1 spare anchor*

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☒ No
Please provide further details	*tanks in use*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*29-Oct-22*
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?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	near lightening holes
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:	☑ Scattered
Were ballast tanks coatings certified to PSPC standards?	☒ No

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

Were the ballast tanks fitted with sacrificial anodes?	☑ Yes
Anode depletion:	*5%*

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

Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?	☑ Yes
Were ballast tank manhole covers seen to be in good condition?	☑ Yes
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	☑ 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?	☒ No	*cabins seen to be used for storage*
What was the condition of the flooring and wall coverings?	Fair	
Please provide further details	*some floor tiles in corridors were seen to be broken*	
What was the condition of the upholstery and furniture?	Good	
What were the general levels of housekeeping and cleanliness?	Good	
What was the level of hygiene of the sanitary facilities?	Good	
Was all laundry equipment in good working order?	☑ Yes	
Was the Hospital well equipped and ready for use?	☑ Yes	
Were the drugs controlled and substances seen to be locked away?	☑ Yes	
Was the associated drugs log kept up to date?	☑ Yes	
What was the quality of accommodation outfitting?	Average quality of outfitting	
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☑ Yes	
What was the condition of the AHU?	Good	

Galley Condition

What was the level of cleanliness in the Galley?	Clean	
Was all galley equipment operational?	☑ Yes	
What was the general condition of galley equipment?	Good	
Were the insides of Galley hoods clean?	☑ Yes	
What type of cold provisions stores does the vessel have?	Walk-in stores / Cold rooms	
Were provisions stores well organised with no provisions stored directly on the deck?	☑ Yes	
Were provisions stores clean and hygienic?	☑ Yes	
Were provisions stores at the required temperatures?	☑ Yes	
Were provision stores temperatures recorded and records kept nearby?	☒ No	*Provisions stores temperature records were not recorded or kept near the stores.*
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:	8 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] Table Tennis
- [x] Television
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] Barbecue
- [x] En-suite facilities for all crew members

What was the quality of crew recreation facilities?	Good

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

- [x] Yes

What facilities were provided in crew cabins?

- [x] Sofa
- [x] Desk

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities:

- [x] Other

Please provide further details	*company provided*

Is there a crew suggestion policy in place? ☑ Yes

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

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational?	☑ Yes
Was the bridge found to be clean and well maintained with good housekeeping?	☑ Yes
Was the view from the bridge clear and unobstructed?	☑ Yes
Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months?	☑ Yes
Was the vessel fitted with a Voyage Data Recorder (VDR)?	☑ Yes
Type of VDR fitted:	*VDR*
Was the VDR seen to be free from any unanticipated alarms?	☑ Yes
Were the VDR collection instructions posted and known to the Master?	☑ Yes
Was the vessels Bridge Navigation and Watch Alarm System (BNWAS) fully operational, and turned on when at sea?	☑ Yes
Normal time setting at sea	*12 mins*

Navigation Condition

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

Were the primary & secondary means of navigation found to be up to date?	☑ Yes	
Latest update week	*45*	
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?	☑ Yes	*08-Nov-22*

What type of weather updating service does the vessel use?	Digital subscription

Was an in-date compass deviation card posted near to the helm?	☑ Yes
Was a compass deviation log kept, up to date and free of any major deviations?	☑ Yes
Were azimuth rings (bearing diopters) found to be available on the bridge?	☑ Yes

Communication Condition

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

	Battery expiry dates
EPIRBS	01-Dec-25
SARTs	01-Nov-23
VHF	01-Dec-26

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	*05-Nov-22*

External Condition

Was the Monkey Island found to be in good, well maintained condition?	☑ Yes
Were the main mast, aerials and antennas seen to be in good condition and free from damage?	☑ Yes
Were bridge wing manoeuvring controls fitted?	☑ 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 ☑ Auxiliary Boiler ☑ Purifiers ☑ Sewage treatment plant ☑ Refrigeration Compressor
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes
What was the general cleanliness of the Engine Room?	Clean
Were bilges and tank tops free of oil and water?	☑ Yes
Was housekeeping to a good overall standard?	☑ Yes
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☑ Yes
Were spares neatly stowed and correctly secured?	☑ Yes
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes
Were recent copies of lube oil analysis reports provided for review?	☑ Yes
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☒ No
Was the NOx Technical file kept up to date?	☑ Yes
Date of entry:	*11-Oct-22*
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☑ Yes

Were all machinery special tools provided and in good condition?	☑ Yes

Main Engine Condition

Was the main engine in good working condition?	Overhaul in progress
What condition did the Main Engine appear to be in?	Good
Were Main Engine performance reports provided for review?	☑ Yes
Were the performance reports satisfactory?	☑ Yes
Was there any overdue maintenance on the Main Engine Turbochargers?	☒ No

Propulsion

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

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 *not provided for review*

Does the vessel have a shaft generator? ☑ Yes

Shaft Generator rated power (PTO) (kW): *700*

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?	Steam

Was the boiler in good working condition? ☑ Yes

What condition did the Boiler appear to be in?	Good

Were boiler safety valves in satisfactory condition? ☑ Yes

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

Why was 'No', 'Fair' or 'Poor' selected above?	*sea water line to the fresh water tank was seen with temporary repairs*

Was all engine room pipework free of leakages?	☑ Yes	
Was all pipework free of temporary repairs?	☒ No	*sea water line to the fresh water tank was seen with temporary repairs*
Was all pipework free of corrosion or soft patches?	☑ Yes	

What condition was pipework lagging in?	Clean

Was the steering gear in good working condition?	☑ Yes
Was the steering gear free of leakages?	☑ 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
Were all Electrical distribution systems in good working condition?	☑ Yes
Were Main Switchboard Insulation readings adequate?	☑ Yes
Were distribution and switchboard panels protected with approved rubber matting?	☑ Yes

FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire and Safety Appliances Condition

Was the vessel free of fire hazards? ☑ Yes

Was all fire and safety equipment regularly serviced? ☑ Yes

Date of last service	27-Nov-21

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:	*Break of accommodation*
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:	05-Aug-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?	04-Nov-25

Were legible launching/recovery instructions posted near to survival craft?	☑ Yes
Was evidence of regular maintenance, service and inspection of the launching appliances sighted and evident?	☑ Yes

What was the date of the last abandon ship drill?	02-Nov-22

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

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	☒ No
Did the vessel provide a safe working environment?	☑ Yes
Were all hazard markings clear?	☑ Yes
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	☑ Yes
Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)?	☑ Yes
Is Personal Protective Equipment (PPE) provided and worn by crew?	☑ Yes
Are 'Enclosed Space Entry' procedures implemented?	☑ Yes
Is an effective Permit To Work (PTW) process implemented?	☑ Yes
Date of last PTW:	07-Nov-22
Is an effective Risk Assessment (RA) process in place?	☑ Yes
Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted?	☑ Yes
Are main and emergency exits clearly identified and unobstructed?	☑ Yes
Are sufficient portable oxygen and gas detection meters provided and regularly calibrated?	☑ Yes
Date of last calibration:	20-Jul-22

What is the working language of the vessel?	English

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

Last drill date	05-Nov-22
Last drill type	emergency steering

POLLUTION CONTROL

General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)?	☑ Yes	
Is the vessel free of pollution hazards?	Yes, with no hazards	
Were scuppers plugged in port as required?	☑ Yes	
Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)?	☑ Yes	*The vessel holds a Class approved Inventory of Hazardous Material (IHM)*

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?	☑ Yes	
Was the OWS reportedly operational?	☑ Yes	
What was the condition of the OWS?	Good	
Was the OWS Tested?	☑ Yes	
Means of testing	*Simulated*	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration		*15-Sept-20*

Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes
Means of securing	☑ Sealed ☑ Locked
Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes
Was the SOPEP locker or box well stocked?	☑ Yes

What was the condition of the SOPEP equipment?	Good

Was a list of SOPEP equipment posted and accurate?	☑ Yes
Was the Oil Record Book (ORB) up to date and correctly filled in?	☑ Yes
Date of last entry	*06-Nov-22*
Category of last entry	*C*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*08-Oct-22*
Were bunker samples correctly stored?	☑ Yes
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example Manufacturer
Type:	UV

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

Was the BWTS operational? ☑ Yes

What was the condition of the BWTS?	Good

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

Date of last entry *07-Nov-22*

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? ☑ Yes

What was the condition of the Sewage Treatment Plant?	Good

Does the vessel have a sewage holding tank? ☑ Yes

What was the condition of the Sewage Holding Tank?	Good

Garbage - Marpol Annex V

Does the vessel have a garbage management plan? ☑ Yes

How was the condition of Garbage segregation?	Good

Were Garbage containers of approved, non-combustible type? ☑ Yes

Was the Garbage Record Book (GRB) up to date and correctly filled in? ☑ Yes

Date of last entry	*06-Nov-22*
Category of last entry	*B*

Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate? ☑ Yes

Is the vessel compliant with IMO 2,020 Sulphur cap regulations? ☑ Yes

How does the vessel comply with IMO 2,020 regulations?	Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.

Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas? ☒ No

Was an Incinerator fitted? ☑ Yes

Was the Incinerator operational? ☑ Yes

What was the condition of the Incinerator?	Good

Does the vessel have an Emission Control Area (ECA) change-over log? ☑ Yes

Date of last entry	*26-Jul-22*

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? ☑ Yes

Ice class:	*IA*

Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	182

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	213
Shaft Generator rated power (PTO) (kW):	700

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	31-Oct-25

Year	What were the vessel's CII scores (From the IMO DCS data)? (gramsCO2/ton.Nautical mile)
2021	14.62
2020	14.0
2019	15.4

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	10-Aug-22
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☑ Yes
Are regular safety committee and management meetings carried out on board?	☑ Yes
Does the vessel have a valid MLC certificate?	☑ Yes
Were Hours of Rest (ILO) records correct and up to date?	☑ Yes
Last updated	07-Nov-22
Are hours of maximum permissible work regularly exceeded?	☒ No
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☑ Yes

What type of Planned Maintenance System (PMS) does the vessel have?	Class-approved system
Name of PMS	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:	4
No. of Deficiencies in Past three years:	2
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	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?	Limited documents provided
What was the overall impression of the general management of the vessel?	Fairly managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - GENERAL CARGO

Vessel Capabilities and Cargo Systems - General Cargo Condition

Cargo hold	Capacity (m^3)	Capacity in holds (TEU)	Steel Coil capacity by: Total weight (mt)	Capacity on deck (TEU)
Cargo Hold No.1	2,701.3	64		44
Cargo Hold No.2	8,362.2	164		138
Cargo Hold No.3	4,889.5	106		149
Total	15,953	334	0	331

How many cargo holds does the vessel have?	3

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

Why could holds not be entered?	holds in use

Were recent vessel cargo hold inspection photographs provided? ☒ No

Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)? ☒ No *holds not available for entry*

Were the cargo hold fittings such as ladders, hand rails and pipe guards etc. found to be free from damage? ☒ No *holds not available for entry*

What was the level of cargo hold coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	holds not available for entry

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

What was the last cargo carried?	Rice in bags
What is the next intended cargo to be carried?	unknown

What is the method of cargo hold ventilation?	Mechanical

Hatch Covers Condition

What type of hatch covers are fitted?	Hydraulic folding type

Were the hatch covers found to be correctly aligned? ☑ Yes

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

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

Type of coating breakdown and corrosion: ☑ Spot

Were the hatch cover operating systems found to be fully operational? ☑ Yes

What was the condition of the hatch cover operating system, free from corrosion, leakage etc.?	Fair
Please provide further details	*control boxes seen with surface corrosion. Hydraulic system seen with leaks*
What was the condition of the hatch cover rubber seals/gaskets and retaining channels?	Fair
Please provide further details	*hatch covers seen with multiple strips of sealing tape*
What was the condition of hatch cover securing arrangements?	Good
What was the condition of hatch cover hold-open arrangements?	Good
What was the condition of the hatch cover landing pads?	Good

Hatch Coamings Condition

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

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

Type of coating breakdown and corrosion: ☑ Localised

Documentation and Additional Features

Does the vessel have a Document of Compliance (DOC) for the carriage of dangerous goods?	☑ Yes	
Does the vessel have a Certificate of Authority to carry grain?	☑ Yes	
Was there an approved Cargo Loading Manual on board?	☑ Yes	
Is the vessel certified to carry heavy cargoes?	☑ Yes	
Was there an approved stability booklet on board?	☑ Yes	
Did the vessel use a Class-approved computer based loading/stability software?	☑ Yes	
Name of software:	MACS3	
Were previous and current stability calculations seen to be carried out?	☑ Yes	
Is the vessel fitted with movable bulkheads and tween decks?	☑ Yes	*14 tween decks*
What was the condition of the tween decks and movable bulkheads?	Fair	
Please provide further details	*seen with instances of developing corrosion*	
What was the condition of the vessels lashing equipment?	Good	
Was there an up to date lashing inventory?	☑ Yes	
What was the condition of fixed cargo securing fittings, such as container sockets, pad-eyes, D-rings and fixed stacking cones, etc.?	Good	

Reefer Containers

Is the vessel equipped to carry Reefer containers? ☑ Yes

	Reefer Capacity
On deck	25
In Holds	0
Total	25

What condition were reefer electrical sockets in?	Good

Was the reefer switchboard free of any low insulation or earth faults? ☑ Yes

Was the vessel's own electrical supply sufficient for all reefer containers, without the use of an additional Power Unit (package generator) ? ☑ Yes

Is there an effective system for monitoring reefer container temperatures? ☑ Yes *Manual monitoring by crew*

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	180	19	01-Oct-15
2	180	19	06-Nov-20

How many Cargo Lifting Appliances does the vessel have?	2
What type of cargo lifting appliances are fitted?	Make - NMF Electro-hydraulic crane

Were the cargo lifting appliances seen in operation? ☒ No

Were all cargo lifting appliances fully operational? ☑ Yes

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

What level of coating breakdown and corrosion was seen on the cargo lifting appliances?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	more concentrated at edges
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion: ☑ Localised

In what condition were the wires for the cargo lifting appliances?	Good

In what condition were the cargo lifting appliances motors and hydraulic systems?	Good
In what condition were the cargo lifting appliances slewing bearings?	Good
Was slewing bearing wear monitored or rocking tests conducted and recorded?	☑ Yes
Were all safety features and equipment (e.g. limit switches) fitted on the cargo lifting appliances fully operational?	☑ Yes
In what condition were the cargo lifting appliances control and operating positions, including their operator cabs if fitted?	Good
Were cargo lifting appliances regularly examined by appropriately qualified shore side technician?	☑ Yes
Were cargo lifting appliances angle indicators free to move?	☑ Yes
Was the Safe Working Load (SWL) clearly marked on the cargo lifting appliances?	☑ Yes
What condition were the cargo lifting appliances components such as sheaves, blocks and cylinders in?	Good
Were cargo lifting appliances maintenance records accurate and up to date?	☑ Yes