Report commissioned by:

Example Client

Organisation:

Example Company

CONDITION REPORT

EXAMPLE VESSEL

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, SOUTH AFRICA 1st MAY 2023

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Report commissioned for:	Example Client
Organisation:	Example Company
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Carbon Neutral Organisation PAS 2060

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example Port, South Africa

1 May 2023

Status: Discharging

5 Hours Aboard

Majority of documents provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged Products Tanker vessel built to a Good standard by example shipyard in Japan under example class supervision and was delivered on the 21st January 2008. The vessel remains Classed with example class.

A Condition Inspection of the vessel was conducted on the 1st May 2023 in example port, South Africa by Idwal under instruction from example company.

Good cooperation was provided by the ship's crew however, no access was granted to the cargo tanks or ballast tanks due to operational limitations and terminal restrictions. 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.

81 IDWAL GRADE

VESSEL PARTICULARS

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

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

Despite the good overall condition of the vessel, OPEX levels are likely to be up to 5% higher than for vessels of similar age, type and size, until the notable items identified have been rectified.

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
⊖	Areas of the main deck and fittings were seen with instances of developing corrosion. Some areas of general coating deterioration (peeling) were seen on walkways.	Remedial cosmetic maintenance should be carried out in the affected areas as soon as practical.	$0
⊖	Minor areas of general age/use related staining were identified on some sections of floor tiling and linoleum.	Remedial maintenance should be carried out in the affected areas as soon as practical.	$0
⊖	At the time of the inspection the vessel was taking on provisions. Some provisions were seen to be temporarily stowed on the deck and the chamber temperatures were seen to be high as a result.	For information only. Further investigation is required in order to ensure that provisions are correctly stowed and chamber temperatures are maintained at the correct levels.	$0
⊖	The garbage compactor was reported to be out of order at the time of inspection.	Remedial repairs should be carried out as soon as practical.	$0
⊖	As per the supplied running hours, a variety of jobs appeared to be overdue for the Auxiliary Engines, most notably Auxiliary Engines No.1 and No.2 Fuel Pumps overhaul and Auxiliary Engine No.2 Cylinder Heads overhaul.	Any overdue maintenance should be planned and carried out as soon as practical. Please refer to the supplied running hours for further details.	$0
⊖	As per the supplied auxiliary engine performance reports, it was seen that the tests were carried out at only 50% load. However, the other readings appeared to be within reasonable limits and deviations.	Engine performance tests should be carried out at a minimum of 70% load.	$0
⊖	The supplied critical spare parts list did not appear to specify the minimum required quantity for each item. Only the ROB figure was input.	The list should be updated with the minimum required quantities and it should be ensured that the vessel is equipped with all required parts.	$0
⊖	The fire wires on deck were seen without a lack of adequate maintenance.	Remedial maintenance should be carried out as soon as practical.	$0
✓	It was reported that a USCG approved BWTS is installed.	Positive.	$0

✓	It was reported that an electronic Engine Power Limiter (EPL) is installed on board. As per the supplied International Energy Efficiency Certificate supplement, the vessel was seen to comply with existing EEXI requirements.	Positive.	**$0**
✓	The vessel is fitted with an Airseal in the Stern Tube and is therefore VGP compliant in this regard.	Positive.	**$0**
✓	The vessel is reportedly fitted with free to access limited use Wi-Fi system.	Positive.	**$0**
✓	The vessel was seen to be fitted with a BA Compressor.	Positive.	**$0**

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

DECARBONISATION SUMMARY

As per the supplied International Energy Efficiency Certificate supplement, it was seen that the vessel had an Attained EEXI of 5.17, therefore appearing to already be compliant with existing EEXI requirements. 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

5.17

$gCO_2/t.nm$

Attained EEDI/EEXI

5.17

$gCO_2/t.nm$

This vessel meets the required EEDI/EEXI

GRADING DATA

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

SUB GRADES

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

Condition	79	Management	84

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

Design and Construction	90	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	70
Fire Fighting Equipment and Systems	80	Lifesaving Appliances	80
Safe Working Environment	80	Pollution Control	90
Onboard Management	80	Vessel Capabilities and Cargo Systems	80
Forthcoming Regulatory Compliance	100	Crew Welfare	80
Crew Performance	80	Safety Management	80
Planned Maintenance System (PMS)	60	Classification and Certification	80
PSC Performance	100		

DESIGN AND CONSTRUCTION

90

The construction and design was found to be good to very good overall, with the vessel built to IACS standards and Rules in Japan by example shipyard with the keel laid on 1st June 2008. The vessel is a Products Tanker, with 17 tanks, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 1, example engine and the vessel has 3 Auxiliary Engines, and no shaft generator. It is subject to the Enhanced Survey Program (ESP) but does not hold a Class notation for in Water Surveys. The UTM report showed only minor steel diminution. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and the engine room and machinery are fitted with an incinerator sludge burning system, a 2-stroke engine cylinder lubricator and a centralised cooling system. It was also reported that an electronic Engine Power Limiter (EPL) is installed on board. As per the supplied International Energy Efficiency Certificate supplement, the vessel was seen to comply with existing EEXI requirements.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: It was reported that an electronic Engine Power Limiter (EPL) is installed on board. As per the supplied International Energy Efficiency Certificate supplement, the vessel was seen to comply with existing EEXI requirements. **Corrective Action:** Positive.	$0

HULL

80

The hull was seen to be in a good overall condition, with the hull able to be inspected from the starboard side only. The vessel was found to be free of both major and minor structural defects and had only minor localised and spot corrosion, covering up to approximately 5% of the surface area, mainly located in very minor and isolated areas of the vertical sides and weld seams. Another small area was seen above the bulbous bow. Rust staining from scupper drainage was noted. Areas of historic corrosion were seen to have been re-coated. Hull markings were well painted and legible with no marine fouling observed. The vessel's last out of water bottom survey was carried out in April 2022, with the vessel's next out of water bottom survey due by 22nd April 2025.

MOORING DECKS

80

The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and had only minor localised and spot corrosion, covering up to approximately 5% of the mooring deck plating total surface area, mainly located on the deck plating and weld seams, slightly more concentrated at the forecastle deck. Minor areas of the decks were seen to be covered with dust residue and minor rust staining was seen inside some machinery save all's. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. Superficial surface abrasions were noted on some bitts and the forward ETA box was seen to be rusted. All Hydraulic windlasses and winches were reported to be fully operational and free from hydraulic leakage as observed. Mooring machinery was in generally good condition, however minor superficial corrosion was sighted in various locations such as foundations and framing, warp drums, clutching arrangements, fittings and open gears. 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 with some equipment scattered in the space. 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.

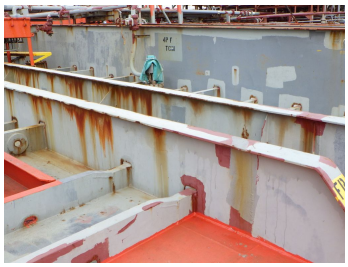
WEATHER DECKS AND FITTINGS

70

The Weather Decks and Fittings were seen to be in fair to good condition overall, mainly due to some areas of corrosion. The decks were found to be free of structural defects and had only minor localised, scaling and spot corrosion, covering up to approximately 5% of the main deck plating total surface area, mainly located in cross deck areas and on the surfaces of deck mounted structural framing. Some areas of general coating deterioration (peeling) were identified on walkways. Corrosion of varying types and degrees was seen on some deck piping and pipe securing brackets however, pipework was seen to be generally free of leakages. Deck mooring machinery was in good condition. The accommodation ladders and gangways were in a generally good overall condition with only minor areas of rust, with no notable defects found, as were provisions lifting appliances.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Areas of the main deck and fittings were seen with instances of developing corrosion. Some areas of general coating deterioration (peeling) were seen on walkways. **Corrective Action:** Remedial cosmetic maintenance should be carried out in the affected areas as soon as practical.	$0



BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. No tanks could be entered due to terminal regulations however, photographs of previous tank entries from May 2023 were provided for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and had only minor localised, surface and spot corrosion, covering up to approximately 5% of the ballast tanks total surface area, mainly located in sporadic areas of bulkheads and on the edges of internal structural framing. Some areas of the bulkheads were seen to be discoloured/rust stained. Evidence of touch up maintenance was seen in some of the tanks. Ballast tank fittings such as ladders and pipework were seen to be in a generally good overall condition with anodes seen to be depleted up to around 15% on average. Tanks were seen to have a minimal amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be fully operational and all ballast pumps were in good working order and in good visual condition.

ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall. Minor areas of general age/use related staining were identified on some sections of floor tiling and linoleum but upholstery and furniture were found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with the drugs seen to be controlled and secured and with the associated drugs log kept up to date. The accommodation was found to be outfitted to an average quality. The 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. At the time of the inspection the vessel was taking on provisions. Some provisions were seen to be temporarily stowed on the deck and the chamber temperatures were seen to be high as a result. 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 had only minor localised and spot corrosion, covering up to approximately 5% of the surface area, mainly located sporadically throughout the external deck plating. 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. The crew welfare was found to be good with adequate recreational facilities and Wi-Fi fitted on board.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Minor areas of general age/use related staining were identified on some sections of floor tiling and linoleum. **Corrective Action:** Remedial maintenance should be carried out in the affected areas as soon as practical.	$0

Description	Estimated Cost [USD]
Issue: At the time of the inspection the vessel was taking on provisions. Some provisions were seen to be temporarily stowed on the deck and the chamber temperatures were seen to be high as a result. **Corrective Action:** For information only. Further investigation is required in order to ensure that provisions are correctly stowed and chamber temperatures are maintained at the correct levels.	$0

Description	Estimated Cost [USD]
Issue: The vessel is reportedly fitted with free to access limited use Wi-Fi system. **Corrective Action:** Positive.	$0

BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. An in-date compass deviation card was seen to be posted near to the helm and the compass deviation log was well maintained and without any major deviations. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Paper and Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

ENGINE ROOM AND MACHINERY

70

The Engine room and machinery were found to be in a fair to good overall condition, mainly due to some overdue Auxiliary Engine maintenance as per the supplied running hours. No significant defects were reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with pipework lagging seen to be generally clean and intact. The supplied critical spare parts list did not appear to specify the minimum required quantity for each item. Only the ROB figure was input. 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 29th April 2023. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours showed that the Cylinder Heads, Pistons, Bearings and Cylinder Liners overhauls were within the service hours. Propulsion systems, such as shafts, gearing and bearings were in good working order with no defects reported or sighted. The 3 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. As per the supplied Auxiliary Engine performance reports, it was seen that the tests were carried out at only 50% load. However, the other readings appeared to be within reasonable limits and deviations. As per the supplied running hours, a variety of jobs appeared to be overdue for the Auxiliary Engines, most notably Auxiliary Engines No.1 and No.2 Fuel Pumps overhaul and Auxiliary Engine No.2 Cylinder Heads overhaul. Please refer to the supplied running hours for further details. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. 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: As per the supplied running hours, a variety of jobs appeared to be overdue for the Auxiliary Engines, most notably Auxiliary Engines No.1 and No.2 Fuel Pumps overhaul and Auxiliary Engine No.2 Cylinder Heads overhaul. **Corrective Action:** Any overdue maintenance should be planned and carried out as soon as practical. Please refer to the supplied running hours for further details.	$0

	Description	Estimated Cost [USD]
−	**Issue:** As per the supplied auxiliary engine performance reports, it was seen that the tests were carried out at only 50% load. However, the other readings appeared to be within reasonable limits and deviations. **Corrective Action:** Engine performance tests should be carried out at a minimum of 70% load.	$0

	Description	Estimated Cost [USD]
−	**Issue:** The supplied critical spare parts list did not appear to specify the minimum required quantity for each item. Only the ROB figure was input. **Corrective Action:** The list should be updated with the minimum required quantities and it should be ensured that the vessel is equipped with all required parts.	$0

FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition overall and generally free of fire hazards with all firefighting equipment seen to be regularly serviced and inspected. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with Water Spray and CO2 fixed firefighting in the engine room, Deck Foam for the cargo areas and none in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The vessel was seen to be fitted with a BA Compressor. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel was seen to be fitted with a BA Compressor. **Corrective Action:** Positive.	$0

LIFESAVING APPLIANCES

80

Lifesaving appliances were seen to be in a good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with 2 davit launched lifeboats, which were seen to be in good overall condition externally and internally. The lifeboat engines were tested during the inspection and found to be in good working order. The vessel has no dedicated rescue boat and uses the starboard lifeboat as a rescue boat. 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. Only minor areas of rust were identified on some davit fittings. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked though some main deck walkway coatings were seen to be peeling. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA) were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good, safe condition. Regular drills were conducted on board with the last drill conducted on the 13th May 2023, which was a Fire and Abandon Ship drill.

POLLUTION CONTROL

90

Pollution control was deemed to be good to very 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 not tested during the inspection though 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 17th May 2023. It was reported that a US coastguard approved Ballast Water Treatment System (BWTS) is fitted which was found to be fully operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an airseal on the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. The vessel's sewage treatment plant was found to be fully operational and in good overall condition, with no obvious defects. Garbage segregation was found to be good, with adequate, labelled containers and garbage seen to be well sorted and containers seen to be made of approved non-combustible materials. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 17th May 2023. However, the garbage compactor was reported to be out of order at the time of inspection. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory. 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 garbage compactor was reported to be out of order at the time of inspection. **Corrective Action:** Remedial repairs should be carried out as soon as practical.	$0

Description	Estimated Cost [USD]
Issue: It was reported that a USCG approved BWTS is installed. **Corrective Action:** Positive.	$0

Description	Estimated Cost [USD]
Issue: The vessel is fitted with an Airseal in the Stern Tube and is therefore VGP compliant in this regard. **Corrective Action:** Positive.	$0

ONBOARD MANAGEMENT

80

Onboard management was found to be good overall. The paper-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept generally up to date, however it should again be noted that various Auxiliary Engine maintenance jobs were seen to be overdue as per the supplied running hours. The Non Class-approved system-based Planned Maintenance System (PMS) was integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 6 inspections conducted in the past three years. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation with the majority of requested documents provided.

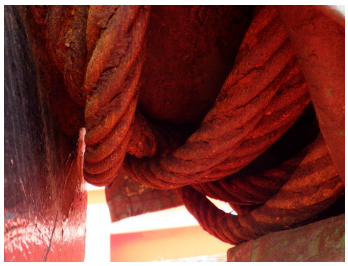
VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. The vessel is equipped with 17 cargo tanks, and can carry up to 4 segregations of cargo. No tanks could be entered due to all tanks being loaded at the time of inspection, however, photographs of previous tank entries from April 2023 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 had only minor surface corrosion, covering up to approximately 5% of the surface area, mainly located in the form of staining on bulkheads and floors, potentially from IG and cargo. However, it should be noted that only a small sample size of photos from each tank were provided for review, some of which were poorly illuminated. As per the vessels HVPQ document, each cargo tank is fitted with 2 stainless steel steam heating coils. Electrically driven cargo pumps are fitted which were fully operational and in good condition. The vessel has dedicated stripping pumps for cargo stripping, which were in full working order and in good condition as observed. The pump room was clean and tidy and pumps and bearings were in good condition. Cargo pipework was in a good condition and save all's were free of cargo residue. The tank cleaning system was reportedly in full working order. The hose handling crane was in full working order and in good condition as observed. However, the fire wires on deck were seen without a lack of adequate maintenance. For cargo tank inerting, the vessel uses Flue gas from the boiler and the system was in full working order and in good condition as observed. Pressure-Vacuum valves were in a good condition with operating pressures clearly marked. The vessel is fitted with a mast riser, which was seen to be in a good overall condition. The vessel is fitted with a Vapour Emission Control System (VECS), which was seen to be in a good overall condition. The Cargo Control Room (CCR) was seen in a good condition with all Emergency Shutdown Devices and monitoring systems in full working order. A Class-approved loading computer is installed on board. The vessel's last SIRE inspection was carried out in February 2023, in which 2 observations were recorded. These had all reportedly been fully resolved.

NOTABLE ITEMS

	Description	Estimated Cost [USD]
−	**Issue:** The fire wires on deck were seen without a lack of adequate maintenance. **Corrective Action:** Remedial maintenance should be carried out as soon as practical.	$0



OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	1,849.7 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	183.2 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? ☑ Yes

Power reduction due to Energy Efficiency Technologies fitted to the Main Engine(s) or Hull (Peff) (kW):	4,030

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	Example	N/A	Example	Example	Example	
Model	Example		Example	Example	Example	
Mark/Series/Revision			Example	Example	Example	
Number of Cylinders	6		6	6	6	
Speed (RPM)	127		900	900	900	
Bore (mm)	500		210	210	210	
Stroke (mm)	2,000		290	290	290	
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	175.02		207.7	207.7	207.7	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	33		2.5	2.5	2.5	
Cylinder Oil Consumption (litres/day)	220		0	0	0	
System Oil Consumption (litres/day)	30		30	30	30	

Major Overhaul Interval (Hours)			5,000	5,000	5,000	
Running Hours since last overhaul (Hours)			4,115	5,275	3,249	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	12	24
Loaded Service	14	33
Ballast Eco	12	23
Ballast Service	14	32

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		12,000
Pistons		12,000
Bearings		8,000
Cylinder Liners		32,000

Main Engine No.1	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	11,579	9,780	11,579	7,719	11,045	11,049						
Pistons	7,875	9,780	7,590	7,719	11,045	11,049						
Bearings	3,570	3,570	3,570	3,570	3,570	3,570						
Cylinder Liners	7,875	9,780	7,590	11,964	11,045	11,049						

Class Surveys

Were all Class and Statutory certificates valid? ☑ Yes

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

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

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

Is the vessel ice classed? ☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	23-Apr-22	09-Apr-27
Intermediate		09-Jul-25
Annual	20-Apr-23	09-Jul-24
Bottom in dry dock	23-Apr-22	22-Apr-25

What was the location of the last out-of-water docking?	*Example shipyard*
Is the vessels last dry dock report provided and attached?	☑ Yes
Has the vessel remained with the same flag since build?	☒ No
Please provide details of previous flags	*Example flag*
Has the vessel remained with the same Class since build?	☑ Yes
In total, how many of the following does the vessel have?: Conditions of Class, Recommendations of Class, Statutory Findings, Statutory Items, Conditions of Authority, Etc.	0
Does the vessel have any Class Memos, Observations or Additional Requirements?	☑ Yes
Please provide further details	*1. The effectiveness of the COW system is to be confirmed within one year after the tanker was first engaged in the crude oil trade or by the end of third voyage carrying crude oil suitable for COW, whichever occurs later. 2. The ship is, under the authority conferred by regulation Reg. 3.2 of Chapter V of the Convention, exempted from the requirements of Reg. 22.1.8 of Chapter V of the convention that a 1,800mm height of eye is unreasonable and impractical. The Administration may allow reduction of the height of eye but not less than 1,600mm. 3. Sampling point(s) referred to MARPOL ANNEX VI Regulation 14.10 shall be fitted or designated not later than the first renewal survey of IAPP certificate on or after 1 April 2,023.*
The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:	1,100,000
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

JRC

Engine Room & Firefighting

What features were seen in the engine room?

☑ Engine Power Limiter (EPL)

What is the new maximum power of the Main Engine as limited by the EPL? (kW) *5,450*

Electronic

- [x] Incinerator sludge burning system
- [x] 2-Stroke Engine Adaptive Cylinder Oil Control e.g. MAN B&W Alpha Lubricator

Alpha Lubricator

- [x] Centralised Sea Water cooling

HULL

Hull Condition

What sections of the hull were inspected?	Stbd side

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

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

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	in very minor and isolated areas of the vertical sides and weld seams. Another small area was seen above the bulbous bow. Rust staining from scupper drainage was noted. Areas of historic corrosion were seen to have been re-coated
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

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

What level of marine fouling was seen?	None

Were fenders installed on the hull? ☒ No

MOORING DECKS

Mooring Decks Condition

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

What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	on the deck plating and weld seams, slightly more concentrated at the forecastle deck. Minor areas of the decks were seen to be covered with dust residue and minor rust staining was seen inside some machinery save alls
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

What was the general condition of the deck fittings?	Good

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

Were all mooring machinery reported to be fully operational? ☑ Yes

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

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

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

What was the condition of the mooring machinery?	Good

What amount of band brake lining was seen to be remaining?	Moderate/Adequate
What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope
What was the condition of the mooring ropes / wires?	Good

Were safe mooring practices observed? i.e. no overlapping turns on split drum, chafing of lines or unsafe leading. ☑ Yes

Was the last brake test seen to be stencilled on the mooring winches? ☑ Yes

Date of last test	*16-Feb-23*

What type of snap back warning signs/zones were posted?	Signs at the entrance to the mooring decks

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

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

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

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

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

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

What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	in cross deck areas and on the surfaces of deck mounted structural framing. Some areas of general coating deterioration (peeling) were identified on walkways
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Localised ☑ Spot

What was the general condition of the deck fittings e.g handrails, brackets, vent heads, walkways, lighting etc.?	Fair

Please provide further details

corrosion of varying types and degrees was seen on some deck piping and pipe securing brackets

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

What was the condition of the mooring winches?	Good

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.

☒ No

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☒ No
Please provide further details	*terminal regulations*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*13-May-23*
Were inspection reports or reports of the tanks condition provided?	☑ Yes
Were the tanks free of any structural damage or indentations?	☑ Yes

What was the level of Ballast Tank coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	in sporadic areas of bulkheads and on the edges of internal structural framing. Some areas of the bulkheads were seen to be discolored/rust stained. Evidence of touch up maintenance was seen in some of the tanks
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:	☑ Localised	☑ Surface
	☑ Spot	

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

Were the ballast tanks fitted with sacrificial anodes?	☑ Yes
Anode depletion:	*15%*
How much mud/sediment was seen inside the ballast tanks?	Minimal
Please provide further details	*%*
Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?	☑ Yes
Were ballast tank manhole covers seen to be in good condition?	☑ Yes
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	☑ Yes
Were the ballast and/or anti-heeling pumps reported to be fully operational?	☑ Yes
What condition were the ballast and/or anti-heeling pumps in?	Good

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes
What was the condition of the flooring and wall coverings?	Fair
Please provide further details	*minor areas of general age/use related staining were identified on some sections of floor tiling and linoleum*
What was the condition of the upholstery and furniture?	Good
What were the general levels of housekeeping and cleanliness?	Good
What was the level of hygiene of the sanitary facilities?	Good
Was all laundry equipment in good working order?	☑ Yes
Was the Hospital well equipped and ready for use?	☑ Yes
Were the drugs found to be controlled and secured with the associated drugs log kept up to date?	☑ Yes
What was the quality of accommodation outfitting?	Average quality of outfitting
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☑ Yes
What was the condition of the AHU?	Good

Galley Condition

What was the level of cleanliness in the Galley?	Clean	
Was all galley equipment operational?	☑ Yes	
What was the general condition of galley equipment?	Good	
Were the insides of Galley hoods clean?	☑ Yes	
What type of cold provisions stores does the vessel have?	Walk-in stores / Cold rooms	
Were provisions stores well organised with no provisions stored directly on the deck?	☒ No	*At the time of the inspection the vessel was taking on provisions. Some provisions were seen to be temporarily stowed on the deck*
Were provisions stores clean and hygienic?	☑ Yes	
Were provisions stores at the required temperatures?	☒ No	*At the time of the inspection the vessel was taking on provisions. Some provisions were seen to be temporarily stowed on the deck and the chamber temperatures were seen to be high as a result*
Were provision stores temperatures recorded and records kept nearby?	☑ Yes	
Were provisions machinery, pipework and door seals free of frosting and deterioration?	☑ Yes	
Were lock-in alarms or handles in good working condition?	☑ Yes	

External Areas Condition

Was the external Superstructure / Accommodation Block found to be free from damages?	☑ Yes
Were accommodation external doors found to be in good condition and providing an adequate seal?	☑ Yes

What was the level of external accommodation superstructure coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	sporadically throughout the external deck plating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:

- ☑ Localised
- ☑ Spot

What was the general condition of external superstructure fittings?	Good

Crew Welfare

What is the average contract length for crew members?

Officers:	6 Months
Crew:	9 Months

Was Wi-Fi provided on-board?	Yes, Free, Limited

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

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

- ☑ Yes

What Public Recreation equipment did the crew have access to?

- ☑ Free Weights
- ☑ Fixed weight machine
- ☑ Treadmill
- ☑ Television
- ☑ Karaoke
- ☑ Entertainment Library - Books, DVDs, Games, etc.
- ☑ Barbecue

What was the quality of crew recreation facilities?	Good

Are crew given time and resources to celebrate religious or cultural events (i.e. Christmas, Independence days etc.)?	☑ Yes
What facilities were provided in crew cabins?	☑ Sofa ☑ Desk ☑ Ample storage
Does the vessel have any onboard training facilities?	Yes
Type of onboard training facilities:	☑ Other
Please provide further details	*The vessel is provided with a structured training program, largely based on experience and referenced from on board equipment manuals*
Is there a crew suggestion policy in place?	☑ Yes
Does the crew have access to a bonded store?	Yes, minimal stock
Are the crew given additional periods of rest throughout the working week (e.g Sunday off)?	Yes

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

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

Navigation Condition

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

Were the primary & secondary means of navigation found to be up to date?	☑ Yes

Latest update week	*20*

Does the vessel receive up to date weather information? ☑ Yes *23-May-23*

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

Other type: *Sat C, Navtex and Weather Fax*

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	31-Jan-24
SARTs	31-Aug-25
VHF	31-Aug-25

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

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes
Were passage plans signed by all navigating officers?	☑ Yes
What format were nautical publications provided in?	Paper and Electronic
Were the Master's standing orders and night orders found to be signed by all navigating officers?	☑ Yes
Was the bridge log book up to date and correctly filled in?	☑ Yes
Was the GMDSS log book up-to-date and correctly filled in?	☑ Yes
Date of last test	*13-May-23*

External Condition

Was the Monkey Island found to be in good, well maintained condition?	☑ Yes
Were the main mast, aerials and antennas seen to be in good condition and free from damage?	☑ Yes
Were bridge wing manoeuvring controls fitted?	☒ No
Were bridge wing engine speed and compass repeaters seen to be in good working condition?	☑ Yes

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Air compressors ☑ Auxiliary Boiler	☑ Pumps ☑ 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)?	☒ No	*the supplied critical spare parts list did not appear to specify the minimum required quantity for each item. Only the ROB figure was input.*
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:		*29-Apr-23*
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☑ Yes	

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

Main Engine Condition

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

Propulsion

What type of propulsion does the vessel have?	Fixed Pitch Propeller (FPP)
Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition?	☑ Yes
What type of thruster systems does the vessel have?	☑ None

Power Generation

How many Auxiliary Engines does the vessel have?	3
Were the auxiliary engines in good working condition?	☑ Yes
What condition did the Auxiliary Engines appear to be in?	Good

Were Auxiliary Engines performance reports provided for review?	☑ Yes	
Were the performance reports satisfactory?	☒ No	*as per the supplied auxiliary engine performance reports, it was seen that the tests were carried out at only 50% load. However, the other readings appeared to be within reasonable limits and deviations*
Does the vessel have a shaft generator?	☒ No	
Does the vessel have a shaft motor (Power Take-In)?	☒ No	

Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?	☑ Yes	
What type of boiler is fitted?	Steam	
Was the boiler in good working condition?	☑ Yes	
What condition did the Boiler appear to be in?	Good	
Were boiler safety valves in satisfactory condition?	☑ Yes	

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

Was all engine room pipework free of leakages?	☑ Yes
Was all pipework free of temporary repairs?	☑ Yes
Was all pipework free of corrosion or soft patches?	☑ Yes
What condition was pipework lagging in?	Clean
Was the steering gear in good working condition?	☑ Yes
Was the steering gear free of leakages?	☑ 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?	☒ 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? ☑ Yes

Date of last service	20-Apr-23

Were all relevant Fire and Safety instructions correctly posted? ☑ Yes

What was the vessels Fixed fire detection systems?

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

Was the fire detection system reportedly fully operational? ☑ Yes

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

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

Were all fixed fire fighting systems in good working condition?	☑ Yes
Were clear operating instructions posted for the fixed firefighting systems?	☑ Yes
Was the fixed firefighting system release protected against unauthorised operation?	☑ Yes
Was the main fire pump working?	☑ Yes
Was the emergency fire pump working?	☑ Yes
Was a fire pump tested during the inspection?	☒ No
Were the main and emergency fire pumps in good condition and free of leakages?	☑ Yes
What was the condition of the fire main and ancillaries such as pipework hydrants and valves?	Good
Does the vessel have a fire control station?	☑ Yes
Were all portable equipment in place as per the fire plan?	☑ Yes
Were all fire extinguishers in good condition?	☑ Yes
Were the firefighting outfits and associated equipment in good condition?	☑ Yes
Were the International Shore Connections on board?	☑ Yes
Location:	*Upper Deck - Fire Station*

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:	08-May-23
How many lifeboats is the vessel equipped with?	2
What type of lifeboat is the vessel fitted with?	Davit launched
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 type of rescue boat was fitted?	Lifeboat designated as rescue boat
Which lifeboat is designated?	Stbd
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?	20-Apr-27
Were legible launching/recovery instructions posted near to survival craft?	☑ Yes
Was evidence of regular maintenance, service and inspection of the launching appliances sighted and evident?	☑ Yes
What was the date of the last abandon ship drill?	13-May-23
Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	☑ Yes
Were Man Overboard Buoy (MOB) smoke and light signals in date?	☑ Yes
Were the embarkation ladders in a good, well maintained condition?	☑ Yes
Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates?	☑ Yes

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	☒ No	
Did the vessel provide a safe working environment?	☑ Yes	
Were all hazard markings clear?	☑ Yes	
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	☒ No	*some main deck walkway coatings were seen to be peeling*
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:	17-May-23	
Is an effective Risk Assessment (RA) process in place?	☑ Yes	
Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted?	☑ Yes	
Are main and emergency exits clearly identified and unobstructed?	☑ Yes	
Are sufficient portable oxygen and gas detection meters provided and regularly calibrated?	☑ Yes	
Date of last calibration:	16-May-23	

What is the working language of the vessel?	English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?	☑ Yes
Are all IMO signs correctly placed, and compliant with IMO requirements?	☑ Yes
Is the vessel equipped with an approved SOLAS training manual?	☑ Yes
Were the pilot ladders and boarding arrangements in a good, safe condition?	☑ Yes
Are regular drills conducted on board?	☑ Yes

Last drill date	13-May-23
Last drill type	Fire and Abandon Ship

POLLUTION CONTROL

General Condition

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

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?	☑ Yes	
Was the OWS reportedly operational?	☑ Yes	
What was the condition of the OWS?	Good	
Was the OWS Tested?	☒ No	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration		*18-Jun-22*
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	*17-May-23*
Category of last entry	*D*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*08-May-23*
Were bunker samples correctly stored?	☑ Yes
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example BWTS Manufacturer
Type:	Electrolysis
What regulation is listed on the Ballast Water Management Certificate?	D-2
Type of BWTS approval:	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	*06-May-23*
Is the Vessel General Permit (VGP) compliant?	☑ Yes — *Due to the use of an EAL or the airseal arrangements in place for the stern tube, the vessel is considered VGP compliant in this regard for trade to the USA*
How is the vessel VGP Compliant? *Environmentally Acceptable Lubricant	☑ Stern Tube Airseal
Type of EAL	*Kemel ST 83A*

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?	☒ No

Garbage - Marpol Annex V

How was the condition of Garbage segregation?	Good
Were Garbage containers of approved, non-combustible type?	☑ Yes
Was the Garbage Record Book (GRB) up to date and correctly filled in?	☑ Yes
Date of last entry	*17-May-23*
Category of last entry	*B*

Air - Marpol Annex VI

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

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

Was an Incinerator fitted? ☑ Yes

Was the Incinerator operational? ☑ Yes

What was the condition of the Incinerator?	Good

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

EEXI

Does the vessel have an EEDI score assigned at build? ☑ Yes

What is the EEDI score?	*5.17*

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? ☑ Yes

Power reduction due to Energy Efficiency Technologies fitted to the Main Engine(s) or Hull (Peff) (kW):	4,030

Is the vessel ice classed? ☒ No

Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	175.02

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	207.7

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	09-Apr-27

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?	☑ Yes
How was the SMS Implemented?	Paper Documents
Were the officers familiar with, and allowed easy access to, the SMS?	☑ Yes
Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?	☑ Yes
Is the SMS system regularly reviewed by the Master?	☑ Yes
Date of last review	13-May-23
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☑ Yes
Are regular safety committee and management meetings carried out on board?	☑ Yes
Does the vessel have a valid MLC certificate?	☑ Yes
Were Hours of Rest (ILO) records correct and up to date?	☑ Yes
Last updated	22-May-23
Are hours of maximum permissible work regularly exceeded?	☒ No
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☑ Yes

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

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

Were there any critical overdue PMS work orders? ☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	6
No. of Deficiencies in Past three years:	0
No. of Detentions in Past three years:	0

Is the vessel flag targeted by Port State Authorities? ☒ No

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

Type of access control	Identification check

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

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

Tests Carried out by	Onboard by Master

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

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

Were documents provided as requested?	Majority of documents provided
What was the overall impression of the general management of the vessel?	Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - TANKER

Cargo Tanks

How many Cargo Tanks does the vessel have?	17
How many cargo segregations can the vessel carry?	4

Cargo Tank Capacity (m³)

COT No.1 combined	5,784.32 m^3
COT No.2 combined	7,539.066 m^3
COT No.3 combined	7,824.224 m^3
COT No.4 combined	7,825.069 m^3
COT No.5 combined	7,715.97 m^3
COT No.6 combined	7,817.976 m^3

Cargo Tank Capacity (m³)

COT No.7 combined	7,306.719 m^3
COT No.8 combined	m^3
COT No.9 combined	m^3
COT No.10 combined	225.387 m^3
Slop Tank No.1	772.228 m^3
Slop Tank No.2	979.358 m^3
Total Capacity	53,790.317 m^3

Were the Cargo tanks able to be entered and inspected?	☒ No	*all tanks being loaded at the time of inspection*
Were recent vessel cargo tank inspection photographs provided?	☑ Yes	*21-Apr-23*
Were inspection reports or other information relating to the cargo tanks' condition provided?	☑ Yes	
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?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	in the form of staining on bulkheads and floors, potentially from IG and cargo. However, it should be noted that only a small sample size of photos from each tank were provided for review, some of which were poorly illuminated
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Surface

What was the last cargo carried?	Gasoline
What is the next intended cargo to be carried?	still to be confirmed

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?	Other
What is the capacity of each of the deep well pumps?	m^3/hr

Were all the pumps fully operational? ☑ Yes

What condition were the pumps in?	Good

Was the pump room accessible?	☑ Yes	
What cargo stripping arrangements is the vessel fitted with?	Dedicated stripping pumps	
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):*
Is the pump room clean and tidy and are bilges free from cargo residues?	☑ Yes	
Are cargo pumps and shaft bearings in apparent good condition?	☑ Yes	
Are pump room and other machinery space fans operational and in good condition?	☑ Yes	
Is pump room floor plating clear and well secured?	☑ Yes	
Are spill trays and save all areas in good condition and free from cargo?	☑ Yes	
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?	☑ Yes	
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

Cargo Pumps	Pumping Capacity (m³/hr)	Pump Manufacturer
Pump No.1	1,000	Shinko
Pump No.2	1,000	Shinko
Pump No.3	1,000	Shinko
Pump No.4	1,000	Shinko

Monitoring and Safety Arrangements

Are tanker level monitoring systems in full working order?	☑ Yes	
Does the vessel have a dedicated Cargo Control Room (CCR)?	☑ Yes	
Is the CRR in good overall condition?	☑ Yes	
Are all cargo Emergency Shutdown Devices (ESD) in full working order?	☑ Yes	
Is the vessel fitted with an Inert Gas (IG) system?	☑ Yes	*Flue gas from the boiler*
Is the IG system in full working order?	☑ Yes	

What condition was the IG system in?	Good
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)? ☑ Yes

Make: *Nagano Keiki*

Is the VECS in full working order? ☑ Yes

What condition was the VECS in?	Good

Is the vapour manifold clearly marked? ☑ Yes

Are hoses pressure tested and certificated? ☑ Yes

What condition were the hoses in?	Good

Are hoses regularly tested for continuity? ☑ Yes

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

Is the vessel provided with suitable gas monitoring instruments? ☑ Yes

Are the monitoring instruments calibrated and records available? ☑ Yes

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

Vetting

What was the date of the last SIRE inspection?	06-Feb-23

How many observations were raised in the last SIRE inspection?	2

Have all observations been fully resolved? ☑ Yes

Is the vessel older than 15 years? ☒ No