**Report commissioned by:**

GSE TEAM

**Organisation:**

Guangzhou Shipping Exchange Co., Ltd

PRE-PURCHASE INSPECTION

# SHANDONG FU ZE

IMO Number: 9734721

INSPECTED AT SAO FRANCISCO DO SUL BRAZIL
1st SEPTEMBER 2023

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|---|---|
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Carbon Neutral Organisation PAS 2060

# CONTENTS



## ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

# INSPECTION SUMMARY


Sao Francisco Do Sul, Brazil

01 Sep 2023

Status: Loading

17.5 Hours Aboard

Majority of documents provided

The SHANDONG FU ZE is an 81,781 DWT, 44,120 Gross Tonnage, China flagged, gearless Bulk Carrier vessel built to a good standard by Jiangsu Jinling Ships Co Ltd, in China under China Classification Society supervision and was delivered on the 15th March 2017. The vessel remains classed with the China Classification Society.

A Pre-purchase Inspection of the vessel was conducted from the 31st of August 2023 to the 1st of September 2023 in Sao Francisco Do Sul, Brazil by Idwal under instruction from Guangzhou Shipping Exchange Co., Ltd.

Good cooperation was provided by the ship's crew with access provided to the cargo holds. The ballast tanks were not able to be inspected due to the ballast operation being in progress however, previous inspection photos were shared for review with the assessment of the condition based on these. The vessel was alongside, loading at the time of inspection.

78 IDWAL GRADE

## VESSEL PARTICULARS

| | |
|---|---|
| **Ship Name** | SHANDONG FU ZE |
| **Previous Name** | N/A |
| **IMO Number** | 9734721 |
| **Port of Registry** | Hong Kong |
| **Ship Type** | Bulk Carrier |
| **Flag** | China |
| **Classification Society** | China Classification Society 2017-03 |
| **Registered Owner** | Sea 256 Leasing Co Ltd |
| **Technical Manager** | Thome Shipping Pte Ltd |
| **Shipbuilder** | Jiangsu Jinling Ships Co Ltd |
| **Delivery Date** | 15/03/2017 |
| **Dead Weight** | 81781.00 MT |
| **Gross Tonnage** | 44120.00 MT |
| **Net Tonnage** | 27591.00 MT |
| **Length Overall** | 229.00 m |
| **Breadth** | 32.26 m |
| **Depth** | 20.05 m |
| **Summer Draught** | 14.45 m |
| **Lightweight** | 13517.00 MT |

The vessel was found to be in good overall condition with an Idwal Grade above the average for vessels of a similar age, type and size but with a few notable items found during the inspection. These are reported specifically in the notable items section of this report.

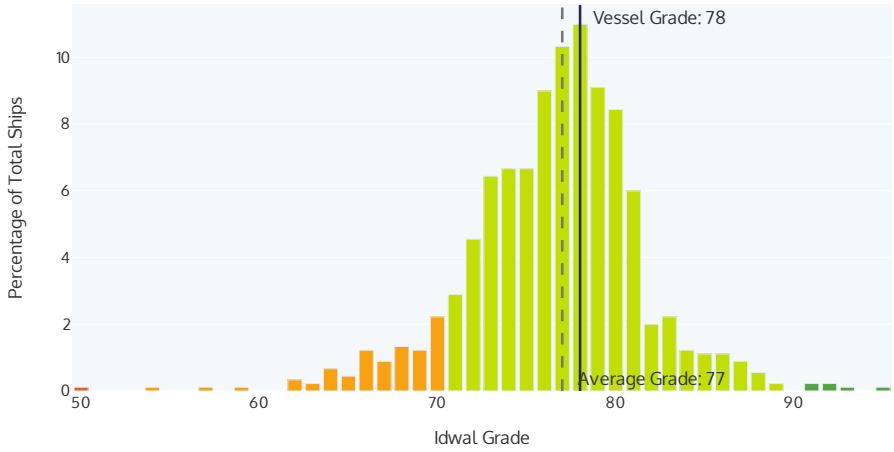
The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally maintained. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions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

The vessel was delivered in March 2017 with an Energy Efficiency Design Index (EEDI) of 3.69 however, as per the data provided during the inspection, the Required EEXI for the vessel is now 3.49 which indicates a reduction in the main engine MCR may be required to meet compliance.

# 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 Panamax Bulk Carrier vessels




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

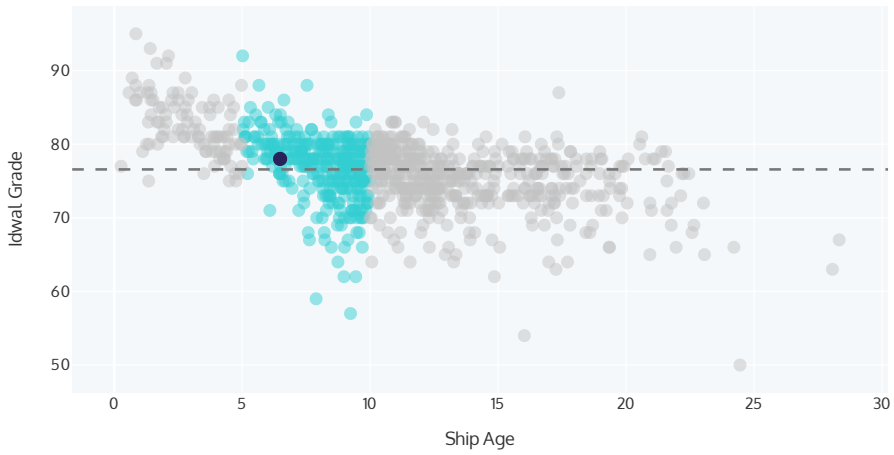
KEY

Your Idwal Grade — Average Idwal Grade

Grade range

≥ 90 | 70 - 89 | 50 - 69 | 30 - 49

### Your Idwal Grade vs other Panamax Bulk Carrier vessels, age 5-10 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] |
|---|---|---|---|
| − | Cargo Hold No.1 vertical ladder was observed with a slight bent, Hold No.2 pipe protection bars were observed with a slight bent, Hold No.5 platform from the vertical leader was observed with a slight bent and Hold No.5 protection bars for pipes were seen bent at certain places. | To plan and repair as considered necessary. | **$1000 - $5000** |
| − | It was noted that the fuel pump overhaul on auxiliary engine number 3 was overdue. | To be further investigated and any required overhaul carried out as soon as practical. | **$1000 - $5000** |
| − | It was noted that the main engine main start ball valve overhaul was overdue. | To be further investigated and any required overhaul carried out as soon as practical. | **$1000 - $5000** |
| − | The vessel was seen to be lacking critical spares with numerous items noted to be missing including emergency fire pump automatic deaerator valve and emergency generator starting motor/starter. | Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS). | **$1000 - $5000** |
| − | The main engine was seen with oil stains and minor leaks near cylinder heads and near fuel pumps at the forward end of the main engine. | Rectify the leaks as soon as reasonably possible. | **$1000 - $5000** |
| − | Engine room pipework was found to have leaks around pipework related to hand-operated hydraulic pumps on engine room bottom plates | Rectify minor leaks, and consideration should be given to renewing deterioated pipework. | **$1000 - $5000** |
| − | Icing and a collection tray were observed below the evaporator unit in one of the provision stores. | To investigate and take appropriate action. | **<$1000** |
| − | Oil leakage was observed near Auxiliary engine No.1 Fuel filters | To investigate and repair as required. | **<$1000** |
| − | Black stained marks were observed on the main engine exhaust casing. | To investigate and take appropriate action. | **<$1000** |
| − | According to the running hours data provided Auxiliary Engine No.1 was reported to have only 47 hours left for its major overhaul of 12,000 hours. | For information. | **$0** |

| | | | |
|---|---|---|---|
| ⊖ | It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance | This is recommended to be further investigated. | **$0** |
| ✓ | The vessel is reportedly fitted with free to access limited use Wi-Fi system | | **$0** |
| ✓ | The vessel is fitted with an air seal on the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. | | **$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 in March 2017 with an Energy Efficiency Design Index (EEDI) of 3.69 however, as per the data provided during the inspection, the Required EEXI for the vessel is now 3.49 which indicates a reduction in the main engine MCR may be required to meet compliance. 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**

3.49

$gCO_2/t.nm$

**Attained EEDI/EEXI**

3.69

$gCO_2/t.nm$

**Vessel does not meet the EEDI/EEXI requirement and requires additional retrofitting of technologies**

# 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 | 78 | Management | 77 |

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

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

# DESIGN AND CONSTRUCTION

80

The construction and design were found to be good overall, with the vessel built to IACS standards and Rules in China by Jiangsu Jinling Ships Co Ltd with the keel laid on 18 November 2015. The vessel is a Bulk Carrier, with 7 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 1, MAN B&W; the vessel has 3 Auxiliary Engines and no shaft generator. While crew reported the engines to be NOx Tier 2 no documentation was shared for review to verify with it recommended this is further investigated and verified. The vessel is subject to the Enhanced Survey Program (ESP) and holds a Class notation for In Water Surveys. No Cargo Lifting Appliances are fitted and the vessel does not carry grabs. The engine room is fitted with an incinerator sludge burning system and UMS capabilities. It was also reported that an Engine Power Limiter (EPL) was fitted as detailed in the relevant Class Memo.

# 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. The hull plating had only minor localized surface corrosion, up to approximately 5% of the visible surface area. The coating damage and corrosion were primarily situated along the shell plate, particularly on the aft part, where the coating had been abraded due to routine contacts. Hull markings were well painted and legible with no marine fouling observed. The vessel's last out of water bottom survey was credited on 17-Jan-22, with the vessel's next out of water bottom survey due by 14-Mar-27.

# 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 spot corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located on the weld seams on fore and aft mooring deck plating. Cargo residues were observed on the mooring deck plating. Deck fittings were found to be in a good condition with fair leads and mooring rollers free to turn when tested. All Hydraulic windlass and winches were reported to be fully operational and free from hydraulic leakage as observed. Mooring machinery was in generally good condition with the band brake linings seen to have adequate remaining thickness. Visible anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be fair, due to certain mooring drums having overlapping turns on split drums and certain mooring drums were seen with inadequate turns on split drums. Snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a good overall condition with no issues to the structure, coatings or housekeeping observed. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet was seen to be available near the Foc'sle.

# WEATHER DECKS AND FITTINGS

80

The Weather Decks and Fittings were deemed to be in good condition overall, with the decks found to be free of structural defects and had only minor localised spot corrosion, expected to not be more than 5% of the main deck plating total surface area, mainly located on cross decks and port side near number 1 hatch cover. Scattered residues of the current cargo were noted throughout the weather decks. Deck fittings were found to be in a good condition with pipework and fittings free of leakages and deck mooring machinery was in good condition. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

# BALLAST TANKS AND SYSTEMS

80

From the information provided the ballast tanks and systems were deemed to be in a good overall condition. Ballast tanks were not able to be entered due to ongoing ballasting operations. However, photographs of previous tank entries, reportedly taken on 18-Dec-22, were provided for review. From the photographs provided, it was reported that the ballast tanks were generally free of significant structural defects and where stated to have only minor localised spot corrosion, up to approximately 5% of the ballast tanks total surface area, mainly located on the edge of structural members, frames and plating. Ballast tank fittings such as ladders and pipework were reported to be in a good overall condition with Anodes reported to be depleted by up to 10%. Tanks were reported to have no mud/sediment accumulation and were stated to be free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be fully operational and all ballast pumps were in good working order and in good visual condition.

# ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness were 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. 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. However, Icing and collection tray were observed below the evaporator unit in one of the provision stores, requiring further investigation and appropriate action. The external superstructure was found to be free of structural defects and had only minor localised spot corrosion, not more than 5% of the surface area, mainly located on porthole edges and weld seams. 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 vessel's Crew Welfare was found to be good overall. The average contract length was reported to be 7 Months for the vessel's Officers and 9 Months for the vessel's crew, with it noted that a crew suggestion policy was seen to be in place. The vessel was reported to have free to access and limited use Wi-Fi onboard which was available to all crew. It was reported that the approximate average internet speed was average, indicating the crew were able to access social media apps and websites with ease. The vessel was seen to have various pieces of public recreational equipment that the crew could access, including Free Weights, Fixed weight machine, Treadmill, Cycling Machine, Table Tennis, Television, Games console, Karaoke, Entertainment Library - Books, DVDs, Games, etc., Musical Instruments, Barbecue, Public Computer, En-suite facilities for all crew members. These equipment were found to be in a good overall condition. As per crew reports access is provided to catering facilities at all times, with it also reported that crew were given additional time and resources to celebrate religious and cultural events. It was seen that various facilities were provided in all crew cabins, including Sofa, Desk, and Ample storage. It was also stated that the crew had access to a minimally-stocked bond store. It was stated that the vessel has onboard training facilities as provided by Videotel and Seagull, with it also noted as per crew reports additional periods of rest were given throughout the working week.

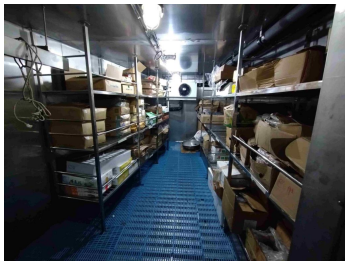
# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|

**Issue:** Icing and a collection tray were observed below the evaporator unit in one of the provision stores.

**Corrective Action:** To investigate and take appropriate action.

<$1000



| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** The vessel is reportedly fitted with free to access limited use Wi-Fi system | $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 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 has 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 was also up to date and correctly filled in. The Monkey Island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

# ENGINE ROOM AND MACHINERY

60 The Engine room and machinery were found to be in a fair overall condition due to oil stains and minor leaks observed near cylinder heads and near fuel pumps at the forward end of the main engine and oil leakage observed near Auxiliary engine No.1 Fuel filters. There were no significant defects reported or observed and the engine room was generally found to be clean. During the inspection, the Auxiliary Engines, purifiers, pumps and air compressors were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen with evidence of hydraulic oil leakage around pipework related to hand-operated hydraulic pumps on engine room bottom plates. Some pipework lagging has areas of deterioration and staining. Housekeeping was seen to be to a good overall standard with the vessel lacking critical spares as recommended by the ship manager's Safety Management System (SMS) with numerous items noted to be missing including emergency fire pump automatic deaerator valve and emergency generator starting motor/starter. 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 24-Aug-23. The Main Engine was reported to be fully operational but was seen to be in a fair overall condition due to oil stains and minor leaks observed on cylinder heads and near fuel pumps at the forward end of the main engine. Black stain marks were also observed on the main engine exhaust casing which require to be further investigated. 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 Bearings and Cylinder Liners overhaul schedules are subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided and Cylinder heads and Pistons overhauls were within the service hours. It was however noted that the main start ball valve overhaul was overdue. 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. Oil leakage was observed near the Auxiliary engine No.1 Fuel filters. A review of the latest Auxiliary engines performance report provided showed no areas of concern. According to the running hours data provided Auxiliary Engine No.1 was reported to have only 47 hours left for its major overhaul of 12,000 hours. It was also noted that the fuel pump overhaul on auxiliary engine number 3 was overdue. 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. 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. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition.

# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|

**Issue:** It was noted that the fuel pump overhaul on auxiliary engine number 3 was overdue.

**Corrective Action:** To be further investigated and any required overhaul carried out as soon as practical.

$1000 - $5000

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** It was noted that the main engine main start ball valve overhaul was overdue.<br>**Corrective Action:** To be further investigated and any required overhaul carried out as soon as practical. | $1000 - $5000 |

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** The vessel was seen to be lacking critical spares with numerous items noted to be missing including emergency fire pump automatic deaerator valve and emergency generator starting motor/starter.<br>**Corrective Action:** Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS). | $1000 - $5000 |

| Description | Estimated Cost [USD] |
|---|---|

**Issue:** The main engine was seen with oil stains and minor leaks near cylinder heads and near fuel pumps at the forward end of the main engine.

**Corrective Action:** Rectify the leaks as soon as reasonably possible.

$1000 - $5000

| Description | Estimated Cost [USD] |
|---|---|

**Issue:** Engine room pipework was found to have leaks around pipework related to hand-operated hydraulic pumps on engine room bottom plates

**Corrective Action:** Rectify minor leaks, and consideration should be given to renewing deterioated pipework.

$1000 - $5000

| Description | Estimated Cost [USD] |
|---|---|

**Issue:** Oil leakage was observed near Auxiliary engine No.1 Fuel filters

**Corrective Action:** To investigate and repair as required.

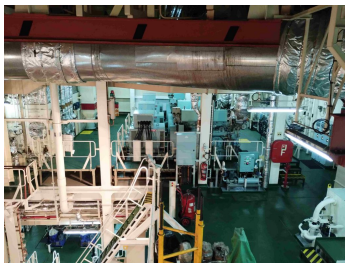
<$1000

| Description | Estimated Cost [USD] |
|---|---|

**Issue:** Black stained marks were observed on the main engine exhaust casing.

**Corrective Action:** To investigate and take appropriate action.

<$1000



| Description | Estimated Cost [USD] |
|---|---|

**Issue:** According to the running hours data provided Auxiliary Engine No.1 was reported to have only 47 hours left for its major overhaul of 12,000 hours.

**Corrective Action:** For information.

$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, and CO2 for the cargo areas. 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. 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 shutdown equipment. The fire doors were found to be in good condition, closing effectively.

# LIFESAVING APPLIANCES

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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 a 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 5 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 EEBD 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 were adequately coated with non-slip paint and free of trip hazards. Portable gas detection meters were provided and stated to be calibrated. however not all crew were seen to be wearing the required PPE when on the open decks. 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 13-Aug-23, which was an Abandon ship, Fire fighting, Oil spill and Rescue boat 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 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 was posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 29-Aug-23. It was reported that an IMO-approved Ballast Water Treatment System (BWTS) is fitted onboard with no documentation provided to verify its USCG compliance which was found to be fully operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an air seal 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 17-Aug-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 21-Nov-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 fuel oils (VLSFO) with a sulphur content of less than 0.5%.

## NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance<br>**Corrective Action:** This is recommended to be further investigated. | $0 |

| Description | Estimated Cost [USD] |
| --- | --- |
| **Issue:** The vessel is fitted with an air seal on the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. | $0 |

# ONBOARD MANAGEMENT

80

Onboard management was found to be good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be 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 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.

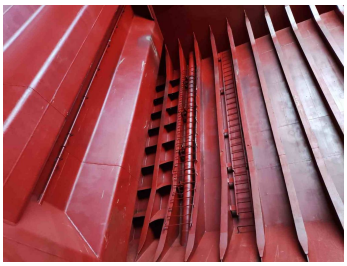
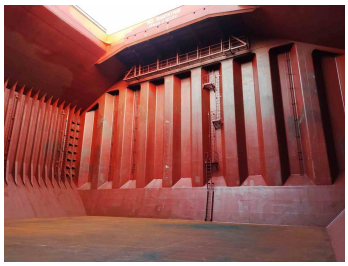
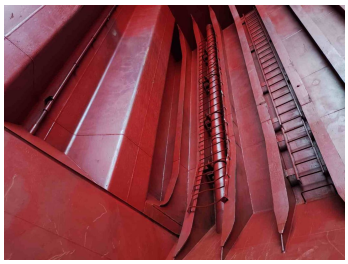
# VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. Cargo holds 1, 2, 4, 5, 6 and 7 were entered for inspection. The inspected cargo holds were found to be free of structural defects as well as any significant corrosion and coating breakdown with only minor abrasions noted to the lower hoppers from operational wear and tear. Cargo hold fittings such as ladders, handrails pipe guards etc. were seen to have slight damage and bend on the ladder and platform in certain holds. Hold 01 vertical ladder was seen with a slight bent. Hold 02 protection bars from pipes were observed with a slight bent. Hold 05 platform from the vertical leader was observed with slightly bent and hold 05 protection bars for pipes were seen bent at certain places. The last cargo carried was Coal (Coking, Steam Coal), with the next intended cargo reported to be Grain (Wheat, Maize, Rye, Barley etc.). The cargo holds were free of signs of water ingress both from internal and external sources. Cargo monitoring systems such as bilges, temperature sensors, water ingress sensors etc. were reported to be fully operational and regularly tested. The vessel is fitted with Side rolling hatch covers, which were seen to be well-aligned and closing correctly. Hatch covers were found to be free of structural defects and had only minor localised spot corrosion, not more than 5% of the surface area, mainly located on the interior sides, edges, wheels and cleats. Hatch cover operating systems were in full working order and were seen to be in good condition, free of corrosion and leakages. Hatch cover rubber seals and retaining channels were in good overall condition and free of temporary means of sealing such as foam or sealing tape. Hatch cover securing and hold open arrangements along with landing pads were seen to be in a good overall condition with no notable defects observed. Hatch coamings and longitudinal continuation brackets were found to be free of structural defects and had only minor localised spot corrosion, not more than 5% of the surface area, mainly located on the frames and edges. Compression bar/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris and the hatch coaming non-return valves clear and operational. Stability calculations were seen to be carried out and the vessel holds a Document of Compliance (DOC) for the carriage of Dangerous Goods (DG).

# NOTABLE ITEMS

| Description | Estimated Cost [USD] |
|---|---|
| **Issue:** Cargo Hold No.1 vertical ladder was observed with a slight bent, Hold No.2 pipe protection bars were observed with a slight bent, Hold No.5 platform from the vertical leader was observed with a slight bent and Hold No.5 protection bars for pipes were seen bent at certain places.<br>**Corrective Action:** To plan and repair as considered necessary. | $1000 - $5000 |

# OPERATIONAL DATA

## Operational Data Condition

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

| | |
|---|---|
| **Total High Sulphur Fuel Oil (HSFO) capacity:** | 0 $m^3$ |
| **Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:** | 2,441.5 $m^3$ |
| **Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:** | 302.4 $m^3$ |

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 | MAN B&W | N/A | Yanmar | Yanmar | Yanmar | |
| Model | ME-C | | 6EY18ALV | 6EY18ALV | 6EY18ALV | |
| Mark/Series/Revision | 8 | | 7,579FXG | 7,580FXG | 7,581FXG | |
| Number of Cylinders | 6 | | 6 | 6 | 6 | |
| Speed (RPM) | 92 | | 900 | 900 | 900 | |
| Bore (mm) | 600 | | 180 | 180 | 180 | |
| Stroke (mm) | 2,400 | | 280 | 280 | 280 | |
| 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 | 167 | | 210.75 | 210.75 | 210.75 | |
| Nox Tier | 1 | | 1 | 1 | 1 | |
| Fuel Oil Consumption at full load (tonnes/day) | 30.5 | | 2.5 | 2.5 | 2.5 | |
| Cylinder Oil Consumption (litres/day) | 140 | | | | | |
| System Oil Consumption (litres/day) | 50 | | 10 | 10 | 10 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Major Overhaul Interval (Hours) | | | 12,000 | 12,000 | 12,000 | |
| Running Hours since last overhaul (Hours) | | | 11,953 | 9,461 | 9,449 | |

| | Vessel Speed (knots) | Consumption (t/day) |
|---|---|---|
| Loaded Eco | 12 | 23 |
| Loaded Service | 13.50 | 33 |
| Ballast Eco | 13 | 21 |
| Ballast Service | 14 | 28 |

## Main Engine Maintenance

| Component | Condition Based Monitoring? | Overhaul Interval |
|---|---|---|
| Cylinder Heads | | 16,000 |
| Pistons | | 16,000 |
| Bearings | Yes | |
| Cylinder Liners | Yes | |

| Main Engine No.1 | Unit Running Hours | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Cylinder Heads | 4,567 | 2,719 | 2,719 | 0 | 0 | 6,658 | | | | | | |
| Pistons | 4,567 | 2,719 | 2,719 | 0 | 0 | 6,658 | | | | | | |
| Bearings | 37,703 | 37,703 | 37,703 | 37,703 | 37,703 | 37,703 | | | | | | |
| Cylinder Liners | 37,703 | 37,703 | 37,703 | 37,703 | 37,703 | 37,703 | | | | | | |

## 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? | ☑ Yes |
| Is the vessel ice classed? | ☒ No |

| Survey | Date Last Completed | Date Next Due |
|---|---|---|
| Main / Special / Renewal | 17-Jan-22 | 14-Mar-27 |
| Intermediate | 17-Feb-20 | 14-Mar-24 |
| Annual | 22-Jan-23 | 14-Mar-24 |
| Bottom In Water | | 16-Jan-25 |
| Bottom in dry dock | 17-Jan-22 | 14-Mar-27 |

| | |
|---|---|
| *What was the location of the last out-of-water docking?* | *Shanhaiguan Shipbuilding Industry Co - China* |
| Is the vessels last dry dock report provided and attached? | ☑ Yes |
| Has the vessel remained with the same flag since build? | ☑ Yes |
| 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* | *Memorandum for owner and surveyor as follows: 1. The M/E power/speed was limited, the M/E power performance of the vessel as follows: Max continuous output(MCR) : 8,141 kw Engine speed at MCR : 85.6 rpm. 2.Two(2) sets of International Load Line Certificate were issued and kept on board the ship. The International Load Line Certificate corresponding to the summer free board 5,559 mm was in use and the International Load Line Certificate corresponding to the summer freeboard 7,206 mm was sealed in an envelope. 3.With effect from January 1,2,010, ships at berth in Europe Union ports for more than two(2) hours shall not use marine fuels with a sulphur content exceeding 0.1% by mass except that ships switch off all engines and use shore side electricity while at berth in ports. Please refer to Article 4b of EU Directive2,005/33/EC for details. 4.Periodic servicing of launching appliances of survival crafts and on-load release gear of lifeboats or rescue boats should be carried out in accordance with SOLAS Ch.III/Reg.20.11 at specific intervals. Next fiveyear servicing should be performed not later than January 14, 2,027. 5.The means of embarkation and disembarkation should be operationally tested with the specified maximum operational load in accordance with SOLAS Ch.II-1/Reg.3-9. Next date of Max. operational load test on accommodation ladder/winch is January 12, 2,027.* |
| **The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:** | 900,000 |

| | |
|---|---|
| **What was the status of the vessel at the time of inspection?** | Loading |

# DESIGN AND CONSTRUCTION

## Design and Construction Condition

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

☑ Yes

| | |
|---|---|
| **Under what IACS Class society supervision was the vessel built?** | CCS - China Classification Society |
| **Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?** | No, vessel less than 10 years old |

## Hull & Structure

## Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

*Furuno*

## 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)*** *8,141*

*as per relevant Class Memo*

☑ Incinerator sludge burning system

☑ UMS Capabilities (regardless of Class notation)

# 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:** | along the shell plate,mostly on the aft part |
| **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:** | observed on the weld seams |
| **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. ☒ No

*certain mooring drums were seen with overlapping turns on split drums and certain mooring drums were seen with inadequate turns on split drums*

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

*Date of last test* *02-Jun-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?** | Neat and tidy with items secured |

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

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

# WEATHER DECKS AND FITTINGS

## Weather Decks and Fittings Condition

| | |
|---|---|
| Were the decks free of any structural damage or deformations? | ☑ Yes |
| **What was the level of coating breakdown and corrosion observed on the decks?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | cross deck sections |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 4% |
| Type of coating breakdown and corrosion: | ☑ Localised ☑ Spot |
| **What was the general condition of the deck fittings e.g handrails, brackets, vent heads, walkways, lighting etc.?** | Good |
| Does the vessel have mooring winches fitted on the main deck? | ☑ 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 |
| **Reason tanks were not entered:** | Ballast tanks full or required for cargo operations |
| Were recent (last 12 months) ballast tank inspection photographs provided? | ☑ Yes |
| ***Date photos were provided:*** | *18-Dec-22* |
| Were inspection reports or reports of the tanks condition provided? | ☑ Yes |
| Were the tanks free of any structural damage or indentations? | ☑ Yes |
| **What was the level of Ballast Tank coating breakdown and corrosion?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | edge of structural members, frames and plating. |
| **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 ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?** | Good |
| Were the ballast tanks fitted with sacrificial anodes? | ☑ Yes |
| ***Anode depletion:*** | *10%* |

| | |
|---|---|
| **How much mud/sediment was seen inside the ballast tanks?** | None |
| Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling? | ☑ Yes |
| Were ballast tank manhole covers seen to be in good condition? | ☑ Yes |
| Were the remote ballast control systems fully operational (e.g. valves, gauging etc)? | ☑ Yes |
| Were the ballast and/or anti-heeling pumps reported to be fully operational? | ☑ Yes |
| **What condition were the ballast and/or anti-heeling pumps in?** | Good |

# ACCOMODATION

## Internal Accomodation Condition

| | |
|---|---|
| Were accommodation spaces used for their assigned purposes? | ☑ Yes |
| **What was the condition of the flooring and wall coverings?** | Good |
| **What was the condition of the upholstery and furniture?** | Good |
| **What were the general levels of housekeeping and cleanliness?** | Good |
| **What was the level of hygiene of the sanitary facilities?** | Good |
| Was all laundry equipment in good working order? | ☑ Yes |
| Was the Hospital well equipped and ready for use? | ☑ Yes |
| Were the drugs found to be controlled and secured with the associated drugs log kept up to date? | ☑ Yes |
| **What was the quality of accommodation outfitting?** | Average quality of outfitting |
| Did the Air Handling Unit (AHU) maintain a comfortable temperature? | ☑ Yes |
| **What was the condition of the AHU?** | Good |

## Galley Condition

| | |
|---|---|
| **What was the level of cleanliness in the Galley?** | Clean |

Was all galley equipment operational? ☑ Yes

| | |
|---|---|
| **What was the general condition of galley equipment?** | Good |

Were the insides of Galley hoods clean? ☑ Yes

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

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

Were provisions stores clean and hygienic? ☑ Yes

Were provisions stores at the required temperatures? ☑ Yes

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

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

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

## External Areas Condition

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

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

| | |
|---|---|
| **What was the level of external accommodation superstructure coating breakdown and corrosion?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | porthole edges and weld seams |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 3% |

| | | |
|---|---|---|
| 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:** | 7 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 | ☑ Cycling Machine |
| ☑ Table Tennis | ☑ Television |
| ☑ Games console | ☑ Karaoke |
| ☑ Entertainment Library - Books, DVDs, Games, etc. | ☑ Musical Instruments |
| ☑ Barbecue | ☑ Public Computer |
| ☑ 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.)?

☑ Yes

What facilities were provided in crew cabins?

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

| | |
|---|---|
| **Does the vessel have any onboard training facilities?** | Yes |

Type of onboard training facilities:

- [x] Videotel
- [x] Seagull

Is there a crew suggestion policy in place?

- [x] 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* | *34* |

Does the vessel receive up to date weather information? ☑ Yes *31-Aug-23*

| | |
|---|---|
| **What type of weather updating service does the vessel use?** | Other |
| ***Other type:*** | *Ocean Route company, SPOS 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** | 01-Jan-26 |
| **SARTs** | 01-Jan-26 |
| **VHF** | 01-Jan-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* | *30-Aug-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<br>☑ Pumps | ☑ Purifiers<br>☑ Air compressors |
| Was the engine room free of any significant defects, either reported by crew or observed? | ☑ Yes | |
| **What was the general cleanliness of the Engine Room?** | 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 | *few items are not on board as per critical spare parts list provided* |
| 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:*** | | *24-Aug-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?** | Fair |
| ***Please provide further details*** | *oil stains and minor leaks were observed on cylinder heads and near fuel pumps at forward end of main engine.* |
| 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?** | Fair |
| ***Please provide further details*** | *oil leakage was observed near Auxiliary engine No.1 Fuel filters* |

| | |
|---|---|
| Were Auxiliary Engines performance reports provided for review? | ☑ Yes |
| Were the performance reports satisfactory? | ☑ Yes |
| 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? | ☒ No | *evidence of hydraulic oil leakage around pipework related to hand operated hydraulic pumps on engine room bottom plates* |
| Was all pipework free of temporary repairs? | ☑ Yes | |
| Was all pipework free of corrosion or soft patches? | ☑ Yes | |
| **What condition was pipework lagging in?** | Stain | |
| Was the steering gear in good working condition? | ☑ Yes | |
| Was the steering gear free of leakages? | ☑ Yes | |
| Was the emergency steering communication equipment and gyro repeater working as required? | ☑ Yes | |
| Were emergency steering instructions posted nearby? | ☑ Yes | |

| | |
|---|---|
| Was the Engine workshop clean and tidy? | ☑ Yes |

## ECR and Electrical

| | |
|---|---|
| Was the Engine Control Room clean and tidy? | ☑ Yes |
| Was the Engine Control and Alarm system free of any serious alarms? | ☑ Yes |
| Does the vessel have an Unmanned Machinery Space (UMS) notation? | ☑ Yes |
| Does the machinery space operate in UMS mode? | ☑ Yes |
| Were all Electrical distribution systems in good working condition? | ☑ Yes |
| Were Main Switchboard Insulation readings adequate? | ☑ Yes |
| Were distribution and switchboard panels protected with approved rubber matting? | ☑ Yes |
| 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 |

# 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** | 26-Aug-23 |
| Were all relevant Fire and Safety instructions correctly posted? | ☑ Yes |

What was the vessels Fixed fire detection systems?

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

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

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

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

| | |
|---|---|
| Were the International Shore Connections on board? | ☑ Yes |
| ***Location:*** | *Near accommodation entrance* |
| Was the BA equipment fully charged in good condition? | ☑ 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:** | 26-Aug-23 |
| **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?** | 5 |
| **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?** | 11-Jan-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-Aug-23 |

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

# SAFE WORKING ENVIRONMENT

## Safe Working Environment Condition

| | | |
|---|---|---|
| Were any unsafe practices observed during the inspection? | ☒ No | |
| Did the vessel provide a safe working environment? | ☑ Yes | |
| Were all hazard markings clear? | ☑ Yes | |
| Were external walkways adequately coated with anti-slip paint and free of trip hazards? | ☑ Yes | |
| Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)? | ☑ Yes | |
| Is Personal Protective Equipment (PPE) provided and worn by crew? | ☒ No | *not all crew were seen to be wearing the required PPE when on the open decks* |
| Are 'Enclosed Space Entry' procedures implemented? | ☑ Yes | |
| Is an effective Permit To Work (PTW) process implemented? | ☑ Yes | |
| **Date of last PTW:** | 24-Aug-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:** | 14-Nov-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 |
| 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-Aug-23 |
| **Last drill type** | Abandon ship, Fire fighting, Oil spill and Rescue boat |

# POLLUTION CONTROL

## General Condition

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

## Oil - Marpol Annex I

| | | |
|---|---|---|
| Is an Oily Water Separator (OWS) fitted? | ☑ Yes | |
| Was the OWS reportedly operational? | ☑ Yes | |
| **What was the condition of the OWS?** | Good | |
| Was the OWS Tested? | ☑ Yes | |
| *Means of testing* | *Simulated* | |
| Was the 15ppm meter calibrated? | ☑ Yes | |
| *Date of calibration* | | *12-Aug-21* |
| Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted? | ☑ Yes | |
| Means of securing | ☑ Sealed<br>☑ 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* | *29-Aug-23* |
| *Category of last entry* | *C* |
| Were previous bunkering checklists correctly filled out? | ☑ Yes |
| *Date of last bunkering* | *03-Jul-23* |
| Were bunker samples correctly stored? | ☑ Yes |
| Does the vessel have a Ballast Water Treatment System (BWTS) fitted? | ☑ Yes |

**Ballast Water Treatment System**

| | |
|---|---|
| **Manufacturer:** | Qingdao Headway Technology Co. Ltd |
| **Type:** | Electrolysis |
| **What regulation is listed on the Ballast Water Management Certificate?** | D-2 |
| **Type of BWTS approval:** | IMO approval |
| Was the BWTS operational? | ☑ Yes |

| | |
|---|---|
| **What was the condition of the BWTS?** | Good |

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

| | |
|---|---|
| *Date of last entry* | *09-Aug-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

## Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted? ☑ Yes

Was the Sewage Treatment Plant operational? ☑ Yes

| | |
|---|---|
| **What was the condition of the Sewage Treatment Plant?** | Good |

Does the vessel have a sewage holding tank? ☑ Yes

| | |
|---|---|
| **What was the condition of the Sewage Holding Tank?** | Good |

## Garbage - Marpol Annex V

| | |
|---|---|
| **How was the condition of Garbage segregation?** | Good |

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

| | |
|---|---|
| Was the Garbage Record Book (GRB) up to date and correctly filled in? | ☑ Yes |
| *Date of last entry* | *17-Aug-23* |
| *Category of last entry* | *C* |

## Air - Marpol Annex VI

| | |
|---|---|
| **How does the vessel comply with IMO 2,020 regulations?** | Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc. |
| Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas? | ☒ No |
| Was an Incinerator fitted? | ☑ Yes |
| Was the Incinerator operational? | ☑ Yes |
| **What was the condition of the Incinerator?** | Good |
| Does the vessel have an Emission Control Area (ECA) change-over log? | ☑ Yes |
| *Date of last entry* | *21-Nov-22* |

## EEXI

| | |
|---|---|
| Does the vessel have an EEDI score assigned at build? | ☑ Yes |
| *What is the EEDI score?* | *3.69* |
| Does the vessel have any energy efficiency technologies installed? | ☒ No |
| Is the vessel ice classed? | ☒ No |

**Main Engine(s)**

| | |
|---|---|
| **Specific Fuel Oil Consumption (SFOC) (g/kWhr):** | 167 |

**Auxiliary Engines**

| | |
|---|---|
| **Specific Fuel Oil Consumption (SFOC) (g/kWhr):** | 210.75 |

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

| | |
|---|---|
| **What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?** | 14-Mar-27 |

# 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** | 14-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** | 29-Aug-23 |
| Are hours of maximum permissible work regularly exceeded? | ☒ No |
| Is an effective Planned Maintenance System (PMS) implemented and kept up to date? | ☑ Yes |

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

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** | On gangway by duty crew |

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

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

| | | |
|---|---|---|
| **Tests Carried out by** | Onboard by Master | External Company |

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

| | |
|---|---|
| What level of cooperation was provided by the crew and Master? | Good |
| Were documents provided as requested? | Majority of documents provided |
| What was the overall impression of the general management of the vessel? | Well managed |

# VESSEL CAPABILITIES AND CARGO SYSTEMS - BULK

## Vessel Capabilities and Cargo Systems - Bulk Condition

| Cargo hold | Capacity (m³) | Uniform deck load limit (t/m²) | Steel Coil Capacity By: Total weight (mt) |
|---|---|---|---|
| Cargo Hold No.1 | 12,495.2 | | |
| Cargo Hold No.2 | 14,928.9 | | |
| Cargo Hold No.3 | 14,465.7 | | |
| Cargo Hold No.4 | 12,827.8 | | |
| Cargo Hold No.5 | 13,945.8 | | |
| Cargo Hold No.6 | 13,889.4 | | |
| Cargo Hold No.7 | 14,275.5 | | |
| Total | 96,828.3 | | 0 |

| | |
|---|---|
| How many cargo holds does the vessel have? | 7 |

Were the cargo holds able to be entered and inspected? ☑ Yes

| | |
|---|---|
| Which holds were entered | 1, 2, 4, 5, 6 and 7. Cargo hold 03 was under loading operation. |

| | | |
|---|---|---|
| Were recent vessel cargo hold inspection photographs provided? | ☒ No | |
| Were any cargo hold inspection reports or condition information provided? | ☒ No | |
| Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)? | ☑ Yes | |
| Were the cargo hold fittings such as ladders, hand rails and pipe guards etc. found to be free from damage? | ☒ No | *slight damage and bend of ladder and platform in certain holds.* |

| | |
|---|---|
| **What was the level of cargo hold coating breakdown and corrosion?** | None |
| **What was the last cargo carried?** | Coal (Coking, Steam Coal) |
| **What is the next intended cargo to be carried?** | Grain (Wheat, Maize, Rye, Barley etc) |

| | | |
|---|---|---|
| Were all cargo monitoring systems (e.g. bilges, temperatures, water ingress etc.) fully operational and regularly tested? | ☑ Yes | |
| Were cargo hold bilges dry, clean and clear of debris or cargo? | ☑ Yes | |
| Were the cargo holds free from signs of water ingress? | ☑ Yes | |
| Were the cargo holds free from signs of previous and/or current internal leaks (e.g. from manholes or adjacent tanks etc)? | ☑ Yes | |

| | |
|---|---|
| **What is the method of cargo hold ventilation?** | Natural |

| | | |
|---|---|---|
| Can any cargo holds be ballasted? | ☑ Yes | *No.4* |

## Hatch Covers Condition

| | |
|---|---|
| **What type of hatch covers are fitted?** | Side rolling |
| **What was the make of the Hatch covers?** | TTS |

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:** | interior sides and edges |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 3% |

Type of coating breakdown and corrosion: ☑ Localised ☑ 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.?** | Good |
| **What was the condition of the hatch cover rubber seals/gaskets and retaining channels?** | Good |

Were the hatch covers free from temporary means of sealing such as expanding foam or sealing tape? ☑ Yes

| | |
|---|---|
| **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, paying particular attention to hatch coaming longitudinal stays? | ☑ Yes |

| | |
|---|---|
| **What was the level of hatch coaming coating breakdown and corrosion?** | Minor |
| **Coating breakdown and corrosion was mainly located in the following areas:** | frames and edges |
| **The amount of surface area coating breakdown and corrosion was approximately:** | 2% |

| | | |
|---|---|---|
| Type of coating breakdown and corrosion: | ☑ Localised | ☑ Spot |
| Were the compression bars/strips seen to be in good condition? | ☑ Yes | |
| Were the hatch coaming drain channels seen to be free from corrosion, scaling or debris? | ☑ Yes | |
| Were hatch coaming non-return valves found to be clear and fully operational? | ☑ Yes | |

## Documentation and Additional Features

| | |
|---|---|
| Does the vessel have a Document of Compliance (DOC) for the carriage of dangerous goods? | ☑ Yes |
| Does the vessel have a Certificate of Authority to carry grain? | ☑ Yes |
| Was there an approved Cargo Loading Manual on board? | ☑ Yes |
| Is the vessel certified to carry heavy cargoes? | ☑ Yes |
| Was there an approved stability booklet on board? | ☑ Yes |

| | |
|---|---|
| Did the vessel use a Class-approved computer based loading/stability software? | ☑ Yes |

| | |
|---|---|
| **Name of software** | Shipmanager-88 |

| | |
|---|---|
| Were previous and current stability calculations seen to be carried out? | ☑ Yes |
| Is the vessel fitted with equipment for the carriage of additional cargoes (e.g. Log stanchions, lashing points etc.)? | ☒ No |
| Does the vessel carry her own cargo grabs? | ☒ No |

# CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition