

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 Marine Gas Oil (MGO), Diesel Oil (DO), Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	1,804.4 m ³
Total Fresh Water capacity:	401.6 m ³
Total Ballast Capacity:	24,155.5 m ³
Total Bilge water capacity:	41 m ³
Total sludge and residues capacity:	14.6 m ³

Main Engine Fuel Consumption

Engine Order	Speed (knts)	Ballast Consumption (mt/24hrs)	Loaded Consumption (mt/24hrs)
Full Speed	13	23.6	26.3
Eco Speed	11.5	22.5	23

Auxiliary Engine Fuel Consumption

Engines Running	In Port Consumption (mt/24hrs)	At Sea Consumption (mt/24hrs)
1	2.8	2.8
2	7.2	

Additional fuel consumption:

55 mt/24hrs

Comments on additional consumption (Why):

24 Hours heating of cargo IGG consume 4-6MT for inerting. HPP engine (Framo pump) consume 2.8 - 3.8MT

Lube Oil Consumption

Machinery	Consumption (ltrs /24hrs)
Main Engine Crankcase	20
Main Engine Cylinder	240
Auxiliary Engines (Per Engine)	10

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

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	24-may-2,017	09-Feb-22
Intermediate	10-jun-2,020	
Annual	01-jan-2,021	
Bottom in dry dock	10-jun-20	09-feb-22

What was the location of the last out-of-water docking?

No information provided.

Is the vessels last dry dock report provided and attached?

☒ No

Provide details of works done in last dry dock

No information provided.

Does the vessel intend to dry dock before the next scheduled bottom survey?

☒ No

Has the vessel remained with the same flag since build?

☒ No

Please provide details of previous flags

Hong Kong, China

Has the vessel remained with the same Class since build?

☒ No

Please provide details of previous Class societies

DNV - Det Norske Veritas

Does the vessel have any Conditions of Class or Recommendations of Class?

☒ No

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

☒ No

The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:

1,100,000

What was the status of the vessel at the time of inspection?

Standing by

OVERALL BUILD QUALITY

Overall Build Quality 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?

Det Norske Veritas (DNV) (IACS)

Is the vessel less than 5 years old? Is the vessel less than 5 years old

☒ No

Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?

No, not available

Was steel plating seen to be fabricated to a good standard, free of waving, distortion, setting in and with good alignment?

Good

Was the quality of welding seen to be of a good standard, free from undercut, pitting, excess spatter, defects and with satisfactory profile?

Good

Are fittings and pipework well-laid out allowing good access for easy maintenance and repair?

Well laid out

Were the ballast tanks seen to have stripe coating on frame edges and around lightning holes?

☒ Yes

Is Bridge equipment provided by reputable, well known manufacturers with good global support capabilities?

All equipment from reputable manufacturers

Is Engine Room machinery provided by reputable, well known manufacturers with good global support capabilities?

All equipment from reputable manufacturers

What was the quality of accommodation outfitting?

High quality of outfitting

Does the accommodation have extra facilities for crew comfort?

☒ Gym

☒ En-suite for all crew members

HULL

Hull Condition

What sections of the hull were inspected?

All round (at anchor)

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

☒ Yes

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

☒ Yes

What was the level of Hull coating breakdown and corrosion?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

on anti-fouling and lower boot top layers

The amount of surface area coating breakdown and corrosion was approximately:

10%

Type of coating breakdown and corrosion:

☒ Scattered☒ Surface

What was the condition of the hull markings?

Partly obscured

What type of anti-fouling coating was applied?

No information provided.

What level of marine fouling was seen?

None

Were fenders installed on the hull?

☒ No

What were the vessels draughts?

Fwd: (m)	10.7
Aft: (m)	10.7

Was the upper sections of the rudder visible?

☒ No

MOORING DECKS

Mooring Decks Condition

Were the decks free of any structural damage or deformations?

☒ Yes

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

Minor

Coating breakdown and corrosion was mainly located in the following areas:

on mooring stations

The amount of surface area coating breakdown and corrosion was approximately:

5%

Type of coating breakdown and corrosion:

☒ Scattered☒ 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?

☒ No*oil leakages from fwd mooring winches*

What was the condition of the mooring machinery?

Good

What amount of band brake lining was seen to be remaining?

Minimal, requiring change

Please provide further details

Windlass band brakes had only minimal thicknesses remaining

Were clutching and gearing arrangements sufficiently greased?

☒ Yes

What condition were the visible sections of the anchor chains seen to be in?

Fair

Please provide further details

anchors chain signs of diminution. No UTM report provided to verify to what extent.

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

What type of snap back warning signs/zones were posted?

Signs at the entrance to the mooring decks

Does the vessel have a forward mast mounted on the foc'sle?

☒ Yes

What was the condition of the forward mast?

Good

What was the condition of the bosun's store structure?

Minor instances of indentations

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

MAIN DECK AND FITTINGS

Main Deck 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:

on external tank framing

The amount of surface area coating breakdown and corrosion was approximately:

10%

Type of coating breakdown and corrosion:

☒ Scattered☒ 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?

Fair

Please provide further details

leakages on fwd mooring mooring winch

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 & SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?

☒ Yes

Please provide further details

Tanks Entered: No.3 WBT (S)

Were recent (last 12 months) ballast tank inspection photographs provided?

☒ No

Were the tanks free of any structural damage or indentations?

☒ Yes

What was the level of Ballast Tank coating breakdown and corrosion?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

on bulkheads and structural member such as longitudinals and web frames

The amount of surface area coating breakdown and corrosion was approximately:

15%

Type of coating breakdown and corrosion:

☒ Localised

☒ Spot

Were ballast tanks coatings certified to PSPC standards?

☒ No

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

Good

Were the ballast tanks fitted with sacrificial anodes?

☒ Yes

Anode depletion:

30%

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?

☒ No

No.3 WBT(S) access hatch cover's rubber seal had hardened as well as localized corrosion on retaining channels

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 and controlled substance seen to be locked away and the associated log kept up to date? ☒ Yes

Was the Gymnasium seen to be clean and well maintained? ☒ Yes

Did the Air Handling Unit (AHU) maintain a comfortable temperature? ☒ Yes

What was the condition of the AHU?

Good

Galley Condition

Was the Galley maintained in a hygienic condition? ☒ Yes

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?

☒ No*excessive ice formation on piping arrangement of cold provision room*

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:

on accommodation superstructure

The amount of surface area coating breakdown and corrosion was approximately:

3%

Type of coating breakdown and corrosion:

☒ Surface☒ Spot

What was the general condition of external superstructure fittings?

Good

BRIDGE, NAVIGATION AND COMMUNICATIONS EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational? ☒ Yes

Was the bridge found to be clean and well maintained with good housekeeping? ☒ Yes

Was the view from the bridge clear and unobstructed? ☒ Yes

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

17

- | | |
|--|---|
| Was the Echo Sounder fully operational? | ☒ Yes |
| Were the RADARs fully operational? | ☒ Yes |
| Were the "blind sectors" posted near to the RADARs? | ☒ Yes |
| 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 |
| Were the "blind sectors" posted near to the RADARs? | ☒ Yes |
| 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	02/2,029
SARTs	10/21
VHF	03/25

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

☒ Yes

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	02/2,029
SARTs	10/21
VHF	03/25

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

☒ Yes

Documentation Condition

Were berth-to-berth passage plans sighted and found to be signed by all navigating officers?

☒ Yes

What format were nautical publications provided in?

Paper

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

29-Apr-21

External Condition

Was the Monkey Island found to be in good, well maintained condition? ☒ Yes

Were the main mast, aerials and antennas seen to be in good condition and free from damage? ☒ Yes

Were bridge wing manoeuvring controls fitted? ☒ Yes

Were the bridge wing manoeuvring controls reported to be fully operational and free from signs of water ingress? ☒ Yes

Were bridge wing engine speed and compass repeaters seen to be in good working condition? ☒ Yes

MACHINERY AND MACHINERY SPACES

General Condition

What equipment was seen running?

☒ Auxiliary Engines

☒ Purifiers

☒ Auxiliary Boiler

☒ 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?

Very Clean

Were bilges and tank tops free of oil and water?

☒ Yes

Was housekeeping to a good overall standard?

☒ Yes

Was the vessel equipped with adequate critical spares
as recommended by Class or Manufacturers?

☒ Yes

Were spares neatly stowed and correctly secured?

☒ Yes

Were all sounding pipe self-closing devices in good
working order and sounding pipes capped?

☒ Yes

Were recent copies of lube oil analysis reports
provided for review?

☒ Yes

Were there any areas of concern on the lube oil
analysis reports?

☒ No

Was the NOx Technical file kept up to date?

☒ No

no information provided

Were Chief Engineer Standing Orders clearly posted
and signed by all engineers?

☒ No

no information provided

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

traces of minor oil observed in way of fuel pump and cylinder heads

Were Main Engine performance reports provided for review? ☒ Yes

Were the performance reports satisfactory? ☒ Yes

Main Engine Maintenance

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

	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	278	124	409	278	7,430	7,430						
Pistons	278	124	409	278	7,430	7,430						
Bearings	31,597	31,597	31,597	31,597	31,597	31,597						
Cylinder Liners	31,597	31,597	31,597	31,597	31,597	31,597						

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?

☒ Yes

Auxiliary Engines Maintenance

Auxiliary Engines

Condition Based Monitoring?

Overhaul Interval

1

2

3

4

Does the vessel have a shaft generator?

☒ 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

Were all Auxiliary machinery and equipment such as purifiers, pumps, coolers etc. in good working condition?

☒ Yes

Did all Auxiliary Machinery and equipment appear in a well-maintained, clean condition?

☒ Yes

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, 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 AND SAFETY APPLIANCES

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

01-DEC-20

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

What was the vessels Fixed fire detection systems?

Engine Room

Cargo Holds

Accommodation

☒ 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****Accommodation**☒ 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:

Main deck.

Was the BA equipment fully charged in good condition? ☒ Yes

Was the Emergency Generator tested during the inspection? ☒ No

Was the Emergency Generator in working order? ☒ Yes

Were Emergency Generator Starting instructions clearly posted? ☒ Yes

What was the condition of the Emergency Generator?

Good

Was the "18 hour" fuel level marked on the emergency generator fuel tank? ☒ Yes

Was the Quick Closing Valve system in good working order? ☒ Yes

Were fire doors in good condition, effectively closing and free from any 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

Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☒ Yes

Date of last service:

01-Aug-2,019

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? ☒ NoWere 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-Dec-21

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?

29-Apr-21

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

Safe Working Condition

- | | |
|--|---|
| Were any unsafe practices observed during the inspection? | ☒ No |
| Did the vessel provide a safe working environment? | ☒ Yes |
| Were all hazard markings clear? | ☒ Yes |
| Were external walkways adequately coated with anti-slip paint and free of trip hazards? | ☒ Yes |
| Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)? | ☒ Yes |
| Is Personal Protective Equipment (PPE) provided and worn by crew? | ☒ Yes |
| Are 'Enclosed Space Entry' procedures implemented? | ☒ Yes |
| Is an effective Permit To Work (PTW) process implemented? | ☒ Yes |

Date of last PTW:

01-May-21

- | | |
|--|---|
| 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:

30-dec-20

What is the working language of the vessel?

English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?

☒ Yes

Are all IMO signs correctly placed, and compliant with IMO requirements?

☒ Yes

Does the vessel have an adverse history of accidents and near-misses?

☒ No

Is the vessel equipped with an approved SOLAS training manual?

☒ Yes

Were the pilot ladders and boarding arrangements in a good, safe condition?

☒ Yes

Does the vessel have clear pilot boarding instructions posted?

☒ Yes

Are regular drills conducted on board?

☒ Yes

Last drill date

29-apr-21

Last drill type

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

Were scuppers plugged in port as required? ☒ Yes

Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)? ☒ Yes

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

31-dec-2,020

Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted? ☒ No *no lock or seal sighted*

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications? ☒ Yes

What was the condition of the SOPEP equipment?

Well stocked and neat

Was a list of SOPEP equipment posted and accurate?

☒ Yes

Was the Oil Record Book (ORB) up to date and correctly filled in?

☒ No*no information provided*

Were previous bunkering checklists correctly filled out?

☒ No*no information provided*

Were bunker samples correctly stored?

☒ Yes

Does the vessel have a Ballast Water Treatment System (BWTS) fitted?

☒ No*The vessel is not equipped with a Ballast Water Treatment System (BWTS)**Date of International Oil Pollution Prevention (IOPP) certificate renewal**09-feb-22*

What regulation is listed on the Ballast Water Management Certificate?

D-1

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

☒ No

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 EAL*Type of EAL**Castrol Biostat 100*

Sewage - Marpol Annex II

Was a Sewage Treatment Plant fitted?

☒ Yes

Was the Sewage Treatment Plant operational?

☒ Yes

What was the condition of the Sewage Treatment Plant?

Fair

Please provide further details

high pitch rubbing sound from sewage treatment plant motor, reportedly due to defective motor bearing

Does the vessel have a sewage holding tank?

☒ Yes

What was the condition of the Sewage Holding Tank?

Good

Garbage - Marpol Annex V

Does the vessel have a garbage management plan?

☒ Yes

How was the condition of Garbage segregation?

Good

Were Garbage containers of approved, non-combustible type?

☒ Yes

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

☒ No

No access granted.

Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate?

☒ Yes

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

☒ Yes

How does the vessel comply with IMO 2,020 regulations?

Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.

Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas?

☒ No

Was an Incinerator fitted?

☒ Yes

Was the Incinerator operational?

☒ Yes

Good

No access granted.

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? ☒ No *no information provided*

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? ☒ No *no information provided*

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?

Paper

Were there any critical overdue PMS work orders? ☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	11
No. of Deficiencies in Past three years:	28
No. of Detentions in Past three years:	0

Is the vessel flag targeted by Port State Authorities? ☒ Yes

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

Type of access control	Single mean of access.
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Do the Master and Chief Engineer have an effective hand over procedures? ☒ No *No access granted.*

Are random or specific drug and alcohol testing carried out? ☒ No

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

What level of cooperation was provided by the crew and Master?	Good
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Were documents provided as requested?	Limited documents provided
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What was the overall impression of the general management of the vessel?	Fairly managed
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VESSEL CAPABILITIES AND CARGO SYSTEMS - TANKER

Cargo Tanks

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

Cargo Tank Capacity (m³)

COT No.1 combined	6,149.16 m ³
COT No.2 combined	9,246.06 m ³
COT No.3 combined	9,408.736 m ³
COT No.4 combined	9,407.59 m ³
COT No.5 combined	9,406.4 m ³
COT No.6 combined	8,487.97 m ³

Cargo Tank Capacity (m³)

COT No.7 combined	m³
COT No.8 combined	m³
COT No.9 combined	m³
COT No.10 combined	m³
Slop Tank No.1	701.237 m³
Slop Tank No.2	711.71 m³
Total Capacity	53,518.863 m³

Were the Cargo tanks able to be entered and inspected?

☒ No

loaded condition.

Were recent vessel cargo tank inspection photographs provided?

☒ No

Were cargo tank structural members found to be free from damage (e.g. side plating, sumps and framing)?

☒ Yes

Are the cargo tanks coated?

Fully coated

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

☒ Yes

What was the level of cargo tank coating breakdown and corrosion?

Minor

What was the last cargo carried?

Gas oil

What is the next intended cargo to be carried?

no information provided

Are heating coils fitted?

☒ Yes

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 the deck?

☐ No

Pumping and Piping Systems

What type of main cargo pumps are fitted?

Hydraulically driven deep well

What is the capacity of each of the deep well pumps?

600 m³/hr

What is the manufacturer of the deep well pumps?

Framo

Were deep well pump cofferdams regularly purged?

☐ No*no information provided*

Were all the pumps fully operational?

☒ Yes

What condition were the pumps in?

Good

What cargo stripping arrangements is the vessel fitted with?

Ejectors

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):

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 Crude Oil Washing (COW) equipment?

☒ No

Is the vessel fitted with a hose handling crane(s)?

☒ Yes

Is the crane in full working order?

☒ Yes

What condition was the crane(s) in?

Fair

Please provide further details

minor leakage in way of hydraulic inlet line at top part of cylinder

Monitoring and Safety Arrangements

Are tanker level monitoring systems in full working order?

☒ No

COT 5P temperature sensor defective.

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 and top up combustion generator

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?

☐ No

What condition was the Deck seal in?

Good

Is the vessel fitted with a Vapour Emission Control System (VECS)?

☒ Yes

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

Is the vessel older than 15 years?

☒ Yes

Is the vessel enrolled in a Condition Assessment Program (CAP)?

☐ No

No data provided for reference.

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

MACHINERY AND EQUIPMENT APPENDIX

Engine room machinery and equipment

Main Engine(s)

Was the engine built under license or by designer?	Under licence
Manufacturer:	STX MAN B&W
Type:	6S50MC-C
Cylinders:	6
Power (MCR) (kW):	9,619
Speed (RPM):	127
Stroke (mm):	2,000
Bore (mm):	500

Diesel Generators / Auxiliary Engines

Number of Auxiliary Engines:	3
Manufacturer:	STX MAN B&W
Type:	6L23/30H
Cylinders:	6
Power (MCR) (kW):	960
Speed (RPM):	900
Stroke (mm):	300
Bore (mm):	230

Emergency Generator

Manufacturer:	STX
Power (MCR) (kW):	120

Shaft Generator

Manufacturer:	NA
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Steering Gear

Type:	Rotary Vane
Manufacturer:	ROLL ROYCE

Bow Thruster

Manufacturer:

NA

Stern Thruster

Manufacturer:

NA

Boilers

Number of boilers:

1

Boiler 1

Manufacturer:

KANGRIM

Type:

MB061S10

Pressure (Bar):

7

Capacity (kg/hr):

18,000

Air Compressors

Number of start air compressors:

2

Number of service air compressors:

1

Start Air Compressor

Manufacturer & Type:

SPERRE HV2/200

Manufacturer & Type:

SPERRE HV2/200

Service Air Compressor

Manufacturer & Type:

TMC 26 EANA

Separators / purifiers

Number of fuel purifiers:

2

Manufacturer & Type:

ALFA LAVAL SA 830

Separator / Purifier 1

Manufacturer & Type:

ALFA LAVAL SA 830

Number of service air compressors:

1

Separator / Purifier 2

Manufacturer & Type:

ALFA LAVAL SA 825

Manufacturer & Type:

ALFA LAVAL SA 825

Ballast Pumps

Number of ballast pumps:

2

Manufacturer & Type:

FRAMO

Rated capacity (m³/hr):

750

Fire Pumps

Manufacturer & Type of main fire pump:	SHIN SHIN SVS200F
Rated capacity (m³/hr):	275
Manufacturer & Type of emergency fire pump:	SHIN SHIN SVS200F
Rated capacity (m³/hr):	275

Fresh Water Generator (FWG)

Manufacturer:	ALFA LAVAL
Rated capacity (m³/24hrs):	25

Oily Water Separator (OWS)

Manufacturer:	B+V
Type:	TSP 5
Capacity (m³/hr):	5

Marine Growth Prevention - Hull

Manufacturer:	WILSON WALTON CORRPRO
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Marine Growth Prevention - Seawater Systems

Manufacturer:	WILSON WALTON CORRPRO
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Exhaust Gas Cleaning System (EGCS)

Manufacturer:

NIL

Ballast Water Treatment System

Manufacturer:

NIL

Navigational & Radio Equipment

Gyro Compass

Manufacturer:

YOKOGAWA

Type:

CMZ-700S

Auto Pilot

Manufacturer:

YOKOGAWA

Type:

PR500A-J-N2

RADARs (ARPA)

Manufacturer:

FURUNO

Type:

FAR-2,837

Echo Sounder

Manufacturer:

FURUNO

Type:

FE-700

Speed Log

Manufacturer:	FURUNO
Type:	DS-80

GPS

Manufacturer:	FURUNO
Type:	GP-90

ECDIS

Manufacturer:	TRANSAS
Type:	NAVI SAILOR 4,000

GMDSS

Manufacturer:	FURUNO
Type:	FELCOM-15

MF/HF Radio Equipment

Manufacturer:	FURUNO
Type:	FS-5,000T

Main Deck and Mooring Equipment

Mooring Machinery

Type:	Hydraulic
Manufacturer:	Oriental Precision Engineering.
Material of mooring lines:	PPL

Provision Lifting Appliance(s)

Manufacturer:	DONG NAM ENTERPRISE CO. ,LTD
SWL (t):	3
Reach:	10

Lifesaving and Firefighting Equipment

Lifeboats

Number of lifeboats:	2
Capacity:	28
Type:	Davit launched
Manufacturer:	ORIENTAL PRECISION & ENGINEERING

Rescue Boats

Number of rescue boats:	1
Manufacturer:	ORIENTAL PRECISION & ENGINEERING
Capacity:	28

Liferafts

Number of passengers

Accommodation Port side	16
Accommodation Port side	16
Accommodation Starboard side	16
Accommodation Starboard side	16
Foscle	6

Fixed Firefighting Systems - CO2

Manufacturer:	NK Co.Ltd
No. of bottles:	140

Fixed Firefighting Systems - Water Mist

Manufacturer:	TANKTECH
Capacity:	3.5

Fixed Firefighting Systems - Deck Foam

Manufacturer:	NK Co.Ltd
Capacity (m³):	7.7

Firefighting outfits and Breathing Apparatus (BA)

Number of sets:	4
Manufacturer of BA:	Huayan Marine