

SeaTec

Part of 

“MV GREAT VENTURE”

(IMO No. 9860221)



SUPERFICIAL INSPECTION REPORT

Inspection carried out on the instructions of: CMBC

Inspection place: Barranquilla Port Date: April 12, 2023

Inspector(s): Arnold Torres Cuello

Project Account: PRJ000494SCL

Approval

Authors ARNOLD TORRES CUELLO Date: APRIL 12, 2023
Approver/Authoriser Haihong Li Date: 19 Apr 2023

Distribution

Name: Number of copies
CCBFL 1 x pdf by e-mail and Web
Company 1 file

Document History

Version History

<i>Version</i>	<i>Date</i>	<i>Details</i>
01	20 April 2023	Issue to client

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The Skypark - 8 Elliot Place - Glasgow - G3 8EP
Direct Tel: 0044(0)141 305 1300 Direct Fax: 0044(0)141 305 7809
Email: info@seatec-services.com

Vessel Name: MV GREAT VENTURE Narrative Report

Inspection Summary and Conclusions

Technical Condition Gradings are based on the scope of inspection possible within the limitations prevailing at the time of inspection. Every effort is made to give an opinion that is representative of the condition of the whole ship. Gradings must be evaluated in conjunction with report comments for corrective action.

	Score
<p>Grade 5 (Good) Based on accessed areas, condition good in sighted areas; well maintained; a condition of unimpaired original strength and/or efficiency; no Major maintenance or repair required.</p>	<input checked="" type="checkbox"/>
<p>Grade 4 (Fair) Based on accessed areas, presented to fair standards; Fairly well maintained, deficiencies of a minor nature not requiring immediate correction; a condition of wear and tear of such an extent as not to essentially affect original strength and/or efficiency but attention is required in areas.</p>	<input type="checkbox"/>
<p>Grade 3 (serviceable) Based on accessed areas, condition average; condition of wear and tear of such an extent as to reduce strength and/or efficiency to a degree with necessity for implementing corrective measures soonest, in general</p>	<input type="checkbox"/>
<p>Grade 2 (unsatisfactory) Based on accessed areas, condition below average; deficiencies requiring immediate corrective measures or those carrying a condition of class.</p>	<input type="checkbox"/>
<p>Grade 1 (unexamined) Condition which could not be determined due to vessel being laden, not gas free, tanks and spaces not clean, etc. (Explain).</p>	<input type="checkbox"/>

Detail of Inspection

MV Great Venture Condition inspection was carried out on April 12, 2023, while she was at port BITCO, Barranquilla, Colombia, discharging Clinker.

The ship staff was very co-operative and provided the required assistance as much as they could. Copies of requested documents were made available.

Design and Construction

The vessel was designed as a Bulk carrier and has a maximum deadweight of 61,056 MT at 13.00 metres draught; GRT of 34,508; NRT of 20,175; and light weight of 11,339 MT, according to vessel building specifications.

The Vessel has overall length of 199.90 meters, length between perpendiculars of 197.00 m, breadth 32.24 meters and moulded depth of 18.60 meters, design draft 13.025 meters.

The vessel has a single hull. FO storage tank space and cofferdam as collection tanks. The main deck is a flush deck with a raised forecastle deck, a Seaworth bow, a transom stern, accommodation including the navigation bridge, and propulsion equipment located in the stern.

The vessel has five cargo holds with folding type hatch covers operated by means of hydraulic cylinder ram driving, natural ventilation only and no fixed CO2 Firefighting System covered cargo holds. Total cargo hold with grain capacity is 77,529.3 CBM. Cargo Hold No.3 is designated as for heavy ballast and Air Draft adjusting purpose.

Vessel was built by DALIAN COSCO KHI SHIP ENGINEERING CO, LTD, China with hull no. DE053, Keel was laid in December 2015, and she was delivered on September 10, 2019. Owner on records is **SEA 58 LEASING CO LIMITED** and managed by **WAH KWONG SHIP MANAGEMENT (HK) LTD**. The current Class is ABS and vessel flies Hong Kong flag.

Propulsion is from a Two stroke cycle, single acting, cross head, direct reversible type, marine diesel engine equipped with exhaust gas turbocharger and electric auxiliary blowers, engine type: HHM-MAN B&W, Model: 6S50ME B9.3 with a normal output (85% MCR): 6,910 kW x abt.102 rpm.

Electrical power supply system comprises of three sets of four stroke, vertical single acting, direct injection turbocharged, water cooled diesel engine make YANMAR, Model: 6EY-18ALW with rated power 800KW @ 900 Rpm, coupled to generator of 700KW each. Vessel has a composite boiler of exhaust gas side capacity 600Kg/hr. and oil-fired side capacity 1000kg/hr. Aux Boiler is cylinder type, Make: Aalborg-OC

The present complement is of 20 Officers and Crew, all Filipinas.

Class and Certification

The vessel holds long term trading certificates issued by Class ABS till to 09 September 2024. Latest Class survey statuses available onboard was reviewed, all the trading certificates were valid.

No COC and deficiency issued at currently Class survey status report dated April 03, 2023

Class Notation: **✘ A1, Bulk Carrier, BC-A (holds 2 and 4 May be empty), ESP, ©, ✘AMS,**

✘ ACCU, CPS, CSR, AB-CM

Additional ABS Notations: **BWT, CRC (SC, SP), GRAB [20], IHM, RW, TCM, UWILD**

Dry Docking:

Tail shaft wear down (mm)		Rudder bearing clearance (mm)		Anchor chain calibration Size: Ø76mm
Before docking		Rudder stock sleeve		Port side chain diminution
Top: N/A	Bottom: N/A	F-A: N/A	P-S: N/A	Max: % N/A
After docking		Rudder pintle		Starboard chain diminution
Top: N/A	Bottom: N/A	F-A: N/A	P-S: N/A	Max: % N/A

PSC/ Flag:

Vessel has good history of PSC inspections; last three PSC inspection reports were reviewed with zero deficiencies.

Flag inspection report was available onboard.

UTG

N/A

Location	Average Diminution in pc	High spot area of Diminution pc
Main deck (in way of COT)	N/A	N/A
Side shell	N/A	N/A
Longitudinal Bulkhead	N/A	N/A
Transverse Bulkhead	N/A	N/A
Stringer in WBT No 7	N/A	N/A

Notes: Vessel is due for her first special survey on 09 September 2024.

Condition Status

External Hull Structures

Hull

Hull - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The vessel was starboard side alongside for discharging. The starboard hull/ shell plating was inspected from jetty.

The vessel was delivered on September 2019, hull painting observed to be in good condition with minor scratching marks mainly on midship. Vessel name, draft mark, load line mark and registry port were clearly visible. No marine growth was observed on the visible portion of hull above the

water level.

The hull structure noted to be intact without indentation, and no damage sighted.

Decks

<u>Decks</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All decks painting was observed in good condition with good maintenance by the crew. Anti-slip walkway was clearly marked on both side of main decks, snap back zones were clearly identified and properly marked/ painted.

On port side, main deck & forecastle was observed with traces of Clinker cargo due to which it was very difficult to identify the port side deck plating and forecastle structure.

Deck structure is sound without any damage. In general, welding seam observed intact, no big issues were noted.

Fittings

<u>Fittings</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Various deck fittings like the air vents for tanks, sounding pipes, oil spill containments maintained in good condition. It was well painted without excessive rust spots.

The ballast tanks air vents balls were checked, these were observed well and moving freely.

The railings were noted well maintained; slight distortion noted on few locations.

In general, most deck fittings were structurally sound.

Pipelines

<u>Pipelines</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The pipelines on deck were observed in good conditions, cable conduit and air pipe layout in portside, fire line, hydraulic oil line were observed in good conditions. Pipelines painting maintained intact and pipe's support appendages were observed in good conditions.

No leaks observed on deck pipelines.

Deck machinery

Mooring Machinery

<u>Deck Machinery</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All mooring machinery were hydraulically operated and found to be in good working order. In general, all mooring equipment has been observed with exterior coating intact; the latest brake test was carried out on June 22, 2022. The hydraulic components were observed to be leak-free, and grease maintenance was observed to be satisfactory.

Anchor

<u>Anchor</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Both anchors were of AC-14 HHP type and were in good shape. A few sections of the anchor chain were somewhat rusted, and no anchor chain studs have been observed with corrosion on the welding. Anchor calibration data were not available since the calibrations will be performed at the first special Dry Dock, which is due in September 2024.

Lifting Gear

<u>Lifting Gear</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Four sets of cargo cranes fitted are made by Jiangsu Masada Heavy –Mitsubishi with capacity 30.5mt x 28 meters, each crane fitted with one set of grab with capacity SWL: 24 mt.

All cranes external were observed with coating intact. No.2 & 4 carne internals were inspected and observed clean and tidy; hydraulic systems were observed free of oil leaks. Operator cabins were observed in fair condition and housekeeping is required.

Four sets of grabs were observed in fair condition. Minor rust stains were observed, routine maintenance to be upgraded.

Mooring

<u>Mooring</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mooring ropes were observed in good condition.

Thrusters

<u>Thruster</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Not applicable.

Miscellaneous

None

Cargo Systems

Hatch covers

<u>Hatch Covers</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Hatch covers are folding type and double skin structure with hydraulic rams.

The hatch cover coating on top was observed in good condition; the underneath side was also observed well painted. Rubber packing/ gasket was observed in good conditions and free of damage. Packing channels were free of rust and wastage. Resting pads and cross joints were in fair condition with slight rust noted on a few areas.

Hydraulic motors, controls and pipelines were observed in good condition without leakages during hatch cover operation, and alignments were correct.

The hatch coaming and stays had been carefully maintained and were rust-free.

Cargo Holds

<u>Cargo Holds</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The vessel has five regular cargo holds, with the third designated as the heavy weather ballast hold. Cargo holds were provided with natural ventilation in the absence of a CO2 firefighting system.

During the inspection, there were no empty cargo holds accessible; all of them were examined with freight inside, therefore there was no opportunity to evaluate an empty cargo hold. For reference, the crew provided images of the last port before loading inspection. All cargo holds are in comparable condition, the coating is reasonable, there are no major issues, and there are no sharp dents on the tank top.

Structural condition on side frames were observed in good condition. The Australian and vertical ladders are well maintained, cargo hold pipes remain undamaged with protection plate in good condition.

Lashings

<u>Lashings</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Not fitted.

Ship's Office

CCR - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The ship's office in the accommodation housing on the A deck level is being used as the cargo control room. The ship's office was observed equipped with computer having loading/stability software, no ballast operation panels were fitted.

Ballast water systems

Ballast tanks

Ballast Tanks - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The vessel has four pairs of TST's and five pairs of double bottom tanks in the cargo area along with fore peak and aft peak tanks, one pair of side tanks located in engine room area. All ballast tanks are epoxy coated with PSPC standard.

Tanks: No.3 T.S.W.B.T (P), No.03 D.B.W.B.T (P), Aft Peak were available to be inspected. The tanks coating was observed in good condition, and no structural damages were observed on frames and plating. Anodes were observed with a 3-5% depletion from the original size.

Ballast pumps

Ballast pumps - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Vessel is equipped with two centrifugal ballast pumps model: SVA350M (Skinko maker) with capacity of 900 m³/hr. each.

The ballast valves were manually controlled in local mode, as well as the level sounding.

Ballast water treatment plant

Ballast Treatment plant - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Vessel has **Sunrui ballast water treatment plant** since new building, type BC-2000, with 2nos. ballast pump with capacity of **900 m3/hr**. Plant is operating without any defects as reported by Chief Officer.

Machinery spaces

General

General - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The engine room

The engine room has a good design and structure, with appropriate space for maintenance and a decent overall condition. All gear observed to be in good working order & the floor plate and stairs were clean and tidy. The tank top was observed to be dry and clean, and the bilge well was noted to be oil-free.

Planned Maintenance System

The computer-based PMS (Ship maintenance management system) software has been installed onboard, and engine personnel are accustomed to using it. During the inspection, the chief engineer showed PMS functionality and discovered no overdue work in the system.

Lube Oil Analysis

The last lube oil analysis reports available onboard dated 08 March 2022 for the engine room major machinery and deck equipment, all the reports were observed satisfactory with normal feedback result.

Cooling Water Analysis

Analysis of Boiler water and Cooling water for engine has been regularly carried out by crew and the chemical dosage were according to maker's procedure. Reports were presented for inspection and no relevant issues were spotted.

Fuel Oil Analysis

Fuel oil analysis was performed for each bunker, and bunker delivery notes were issued for reference and sulphur concentrations less than 0.5%. The highest sulphur concentration was 0.48%, while the lowest was 0.45%, according to the most recent Fuel oil analysis results.

Engine Control Room

ECR appeared to be nice and clean. The main control panel is designed elegantly and effectively. All console equipment and instruments were observed to be operational. The rubber insulation mats for the switchboard had been properly verified and was in good condition.

The engine room was in UMS mode, and the engineer calling alarm was tested and observed to be in working condition.

ER Documentation

Engine room documents are controlled electronically using PMS, and equipment manuals include both paper and electronic versions that engineers may easily access via computer. The engine logbook was examined but no remarks were made.

LSMGO Tanks and LSMGO Usage

The vessel has two MGO tank No. 01/No. 02 D.O.T, with a combined capacity of 142,6 CBM. No MGO chiller or cooler were fitted on board.

Main Engine

Main engine running hours were recorded as 14,938 hrs. as of date 31 March 2023. As reported by the Chief engineer, all cylinder liners used were original.

Last performance test date						
Unit no	1	2	3	4	5	6
P-Max, bar	166.6	169.2	168.0	168.8	167.0	165.8
P-Comp, bar	133.3	134.1	131.2	134.2	134.0	131.3
Exhaust, °C	347	355	350	344	359	351
Fuel lever	86 (MEP %)					
Turbocharger speed	16,803					
Scavenge air pressure	0.236					

Engine logbook reviewed, the main engine working condition is in good order, and all parameters are shown within the range at specified in the instructions book.

The exterior of the main engine is generally clean, with no obvious oil leakage.

ME overhaul reports available was observed in good condition compared with the working hours of ME, the cylinder liner oil feeding rate need improvement to reduce wear down.

Main Engine - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<u>Repair/Upgrade required</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Auxiliary Engines

As per the records sighted auxiliary engines running hours for AE1, AE2 and AE3 respectively as on 31 March 2023 as below.

Auxiliary Engines	Total hours	Hours since last overhaul, Piston	Turbocharger running hours

No.1	11,365	11,466	11,466
No.2	11,896	0	11,896
No.3	13,837	4,185	5,156

Engine no.	1	2	3
Test date	31.03.2023	31.03.2023	31.03.2023
KW Load	489 / 69.86%	486/69.43%	503kW/71.86%
Exh temp, Cel, Min / Max	483/481	467/471	468/484
Peak Pressure, Min / Max	13.6/14	14.7/15	14.5/15

Three sets of auxiliary generators observed externally clean. No major problems were reported by staff.

No.1, 2 & 3, A/E were observed in good conditions.

A single engine takes full sea load as reported and two engines were used during cargo operations.

Aux Engine - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Boilers and Steam systems

Boilers and Steam systems - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vessel is provided with one set Aalborg composite boiler maker ALFA LAVAL Qingdao Ltd, China; normal working pressure is 7 bar with capacity 1000/ 600kg/h respectively for oil fire side and exhaust gas side.

During the inspection, the boiler was inspected. As far as could be observed, the equipment appeared in satisfactory condition and no leaks were visible.

The hot well was clear and free of any oil trace.

CPP system / Clutch / Reduction Gear System - Not fitted.

CPP Systems - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Not Applicable

Pumps

<u>Pumps</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As visual inspection at engine room, some pumps were observed in operation without any abnormal issues, the general aspect of the pumps is good, without signs of past leakages, oil stains. All centrifugal pumps are made by maker Shinko.

Heat Exchangers

<u>Heat Exchangers</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Heat exchangers and coolers are partly plate type and partly shell-tube type. These were observed in satisfactory condition, without any evident leakages.

Compressors

<u>Compressors</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Two sets of SPERRE reciprocating and air-cooling type Main Air Compressors were provided and were reported as satisfactory.

Fresh Water Generator

<u>Fresh water generator</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

FWG fitted on board is ALFA LAVAL maker, Type: AQUABLUE-C80-HWS

Incinerator

<u>Incinerator</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The incinerator maker Sun flame, Type: OSV-360SAI is operated normally for garbage and sludge burning. No issues were observed during inspection.

Sewage Plant

<u>Sewage Plant</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Sewage Plant maker TAIKO KIKAI with type SBH-25 was observed operational in good order.

OWS

<u>OWS</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The OWS maker is TAIKO KIKAI, Model: USH-20 was observed in satisfactory condition. The discharge overboard valve was observed locked in the port. 15ppm monitoring alarm was reported as operative.

Purifier

<u>Purifier</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vessel fitted MITSUBISHI Fuel oil purifier and Lube oil purifiers with each of two sets. The external condition of FO purifier observed slightly oil stains. As reported by crew, the purifier was in good working condition with regular maintenance.

Steering

<u>Steering</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Steering Gear equipment and platform were observed clean without signs of oil leakages.

The Chemicals and Lube oil stores are provided in the steering gear room. Both were observed well organized with the respective MSDS folders.

Pipelines

<u>Pipelines</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Pipelines observed during inspection were observed satisfactory, insulation covers for HFO, and steam pipes were observed in order. No leakages were detected, and no soft patch noted on pipelines.

Stern Tube

<u>Stern Tube</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Stern Tube is with oil lubrication system, checked from engine room side and observed no oil leaks. Stern tube oil used is SINOPEC MARINE SYSTEM OIL 3005 which is approved by seal makers KEMEL for the air guard type seals. Last stern tube oil analysis report was noted to be normal.

Motors and Electrical

<u>Motors and Electrical</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The electric motors observed around the engine room were in good condition and generally reported as working satisfactory by crew. Latest Megger test records were checked onboard and observed satisfactory.

The battery locker was checked and observed to be in good condition and well maintained.

Spare parts and Storing

The Spare store was observed tidy and clean, the spare parts storing appeared at good levels, critical spare parts meet the Class requirement.

Accommodation

<u>Accom</u> - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The accommodation is provided for 25 persons in the crew. All areas were observed clean and quite tidy, each cabin of single occupancy and having its own bathroom and toilet facilities. Two separate mess rooms are available for officers and ratings. The facilities and fittings throughout the accommodation are standard. The gymnasium room was observed in good condition.

Galley, fridge chambers and dry stores were observed tidy and clean, provision storeroom temperature was properly maintained.

A central air conditioning plant is provided with three sets of compressors and one AHU, the room space was maintained clean.

Navigation and Bridge

Bridge- Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The navigation equipment's are fully operative. Two ECDIS have been provided as the primary and secondary means of navigation.

The bridge was observed well organized and tidy. No observations to report.

The compass deck is in satisfactory condition, the last updates on the bridge equipment's were checked during the inspection.

Safety Equipment

Safety Equipment - Tick / Mouse Click only one	None	Minimal	Intermediary	Considerable	Not sighted
<i>Repair/Upgrade required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Safety Equipment maintenance records were provided.

Fire Fighting System

All firefighting equipment were reported operative.

The Engine room is protected with fixed high expansion foam system and local Water mist system, both systems maintained with regular service and maintenance by shore Company and crew.

Fire extinguishers observed with service date within required range.

Lifesaving appliance

The freefall lifeboat with 25-person capacity and rescue boats with 6 persons capacity were inspected without defects.

All life rafts were observed in good condition and serviced within the due date, the other lifesaving equipment fitted as per safety plan and maintained well.

In total 03 life buoys were not observed in their respective places as per the fire plan.

Emergency Generator

The Emergency Generator was reported to be frequently started and in good operating order. Emergency switch board was observed free of abnormal alarm and tested during the inspection.

LSMGO Storage was observed enough and meets SOLAS requirement.

Emergency Fire Pump

Emergency fire pump installed in a deep well at forward steering gear room. The maker is Shinko, type RVP160-2MS, vertical centrifugal type with capacity of 130 m3. Externally observed well maintained and running test with good pressure was observed.

Comments of inspection

Upon completion of the inspection onboard, its noted that the vessel is maintained in good condition — the deck and machinery equipment were observed with good routine maintenance. The vessel PSC inspection history was observed maintained at zero deficiency.

The following items are to be noted to improve vessel management further.

1. The PPE usage must be improved - there were some crew members observed without safety shoes.
2. The PPE usage must be improved - there were some crew members observed without safety hard hats.
3. The rescue boat's outboard engine did not start quickly; it was noted as it took several attempts to start it.
4. In total 03 life buoys were not observed in their respective places as per the fire plan.

BULKER Report PART 1B - Particulars, Consumption, Class

Vessel Name: Great Venture

Consumptions and Loads

Fuel

Main engine

Fuel Used: LSFO 380

Laden Voyage at Eco Speed 93, average speed of 12.0kts	: 20.5 MT/ day
Ballast Voyage at Eco Speed 93, average speed of 12.5kts	: 20.5 MT/ day
Laden Voyage at Full Speed 102, average speed of 14.0kts	: 29.0 MT/ day
Ballast Voyage at Full Speed 102, average speed of 14.5kts	: 29.0 MT/ day

(The maneuvering is carried out on fuel oil)- Yes

Oil Fired Auxiliary boiler

Fuel Used: LSMGO

In port	: 1.5 MT/ day
At sea for ER	: 0 MT/ day

Auxiliary Engine

Fuel Used: LSMGO

At sea with one engine	: 1.85 MT/ day
In port idle	: 2.0 MT/ day
In port loading/discharging with 2 engines	: 4.0 MT/ day

Lubricating Oil

Main engine crankcase lube oil consumption	: 55-60 liters/ day
Main engine cylinder lube oil consumption	: 125 liters/ day
Auxiliary Engine crankcase	: 6-8 liter/day/1eng

Fresh Water

Design capacity of the fresh water generator	: 20 MT/ day
Daily generation of fresh water at sea	: 16-17 MT/ day
Domestic Fresh water consumption	: 6-8 MT/ day

(The sanitary water system is on fresh water)- Yes

Electrical Load

At sea 1generators	: 350-370 KW
In port idle 1generators	: 240-270 KW
In port, loading/discharging with 2 engines	: 400-410 KW
Maximum load borne by each generator	: 455 KW
Rated capacity of alternators	: 700 KW

Note: All the consumptions details are as per data declared by the CE.

Voyage Performance

From Abstract and Log book of last 4 months averages.

ME RPM	Load MCR %	Slip %	ME Consumption MT/ day IFO	Speed-kts	AE Consumption MT/day IFO
88	54	5.02	19.46	12.05	1.88
89	58	4.78	19.42	12.18	1.88
101.11	82	5.17	27.01	13.84	1.93
99.11	77	6.94	26.3	13.57	1.82

General Particulars

Anchor		Dry-dock		Draft Fwd.	12.0	Draft Aft	12.3
At berth	X	On passage		Laid up		Under repair	

Spaces available

Ballast water spaces:	Tanks: No.3 T.S.W.B.T (P) – No.3 D.B.W.B.T (P) – Aft Peak
Forepeak tank	Void space Fore Peak
Side tanks	Yes, inspected- No.3 T.S.W.B.T (P)
Double bottom tanks	Yes, inspected- No.3 D.B.W.B.T (P)
Aft peak	Yes, inspected
<u>Cargo Spaces & Cofferdams:</u>	Fore Peak void space (V.S)

Persons also inspecting and other details

None

Logbooks examined

Note: you must make every effort to inspect deck, engine, oil water logbooks etc. and report findings

Deck	Yes	Engine	Yes	Other	GMDSS, Oil Record Book, Garbage record book, Ballast Record Book.
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Principal particulars

Ship Name	GREAT VENTURE	Port of Registry	HONGKONG	Flag	HONGKONG
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Official No.	HK-5202	Call Sign	VRSP2	IMO No	9860221
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Builder	DALIAN COSCO KHI SHIP ENGINEERING CO LTD, CHINA				
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Date of build	10 Sept 2019	Type of ship	BULK CARRIER		
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Registered Owners	SEA 58 LEASING CO LTD
Managers	WAH KOWNG SHIP MANAGEMENT (HK) LTD
Classification Body	ABS
Full Class Notation	✘ A1, Bulk Carrier, BC-A (holds 2 and 4 May be empty), ESP, Ⓢ, ✘AMS, ✘ACCU, CPS, CSR, AB-CM, BWT, CRC(SC, SP), GRAB[20], IHM, RW, TCM, UWILD, Unrestricted Service
Ships Description	BULK CARRIER

Dimensions and Capacities

Length, overall (metres)	199.99
Breadth, moulded (metres)	32.24
Depth, moulded (metres)	18.60
Draft (summer) (metres)	13.025
Deadweight (summer) (tonnes)	61,056
Lightweight (tonnes)	11,339
Gross tonnage (ITC)	34,508
Net tonnage	20,175
<u>Cargo Spaces</u> (Dimensions & Capacities)	CH 1 (552.9 M2 / 19,100 MT) CH 2 (765.8 M2 / 16,807 MT) CH 3 (638.2 M2 / 23,450 MT) CH 4 (765.8 M2 / 16,807 MT) CH 5 (515.3 M2 / 19,100 MT)
Ramps, Hatches & Hatch (Details / Capacities for Ro-Ro / Dry bulk vessels etc.)	NO.1 HATCH COVER: 18.69 X 18.60 M NO. 2 – NO. 5 HATCH COVERS: 21.36 X 18.60 M
<u>Cargo Handling Equipment</u> (Details and Capacities of Cargo Cranes, Cargo Pumps etc)	DECK CRANE: 4 SETS (TYPE: ELECT-HYDRAULIC, SWL: 30.5MT, HOIST SPEED: 18M/MIN), GRABS : 4 X 24.0MT SWL

<u>Main Propulsion Engines</u> (Details / Capacities)	MAN B & W, MODEL: 6S50ME-B9.3 8130 KW (BHP) X 108 RPM M/E NORMAL OUTPUT (85% MCO): 6910 KW (BHP) X ABOUT 102 RPM
Fuel Specification for Main Propulsion Plant	MGO / IFO ISO 8217-2005
<u>Auxiliary Electrical Power Generation</u> (Details / Capacities)	YANMAR, MODEL: 6EY18ALW, 3 SETS X 800 KW
Fuel Specification for Auxiliary Engines	MGO/ IFO
<u>Emergency Electrical Generating Power</u> (Details / Capacities)	STX ENGINE MODEL: 6CT8.3DMGE RATED OUTPUT: 100 KW (160 KVA) RATED VOLTAGE: 450 V SPEED: 1800 RPM FREQUENCY: 60 HZ POWER FACTOR: 0.63 (LAGGING) DIESEL OIL
Fuel Specification for Emergency Generator	
<u>Propeller(s)</u> (Type / Dimensions / Material)	5 blades solid keyless Dia.: 6,250 mm Pitch: 4225 mm Material: Ni-Al-Bronze
<u>Bow / Stern Thruster(s) / Stabilisers</u> (Type / Dimensions / Material)	N/A

Certificates & Documents Status

Certificates Status

Certificate	Issued	Expires	Remarks
Class	17 OCT 2019	09 SEP 2024	
Safety Construction	07 AUG 2020	09 SEP 2024	
Safety Equipment	10 SEP 2019	09 SEP 2024	
Safety Radio	10 SEP 2019	09 SEP 2024	
International Load Line	10 SEP 2019	09 SEP 2024	
IOPP	10 SEP 2019	09 SEP 2024	
ISPP	10 SEP 2019	09 SEP 2024	
IAPP	02 JUN 2020	09 SEP 2024	
DOC	17 AUG 2020	17 AUG 2025	
SMC	06 FEB 2020	05 FEB 2025	
ISSC	06 APR 2020	05 FEB 2025	
Antifouling	10 SEP 2019	-	

Classification status

Survey type	Last	Next	Remarks
Class Renewal	-	09 Sept 2024	1 st special survey.
Class Intermediate	16 Aug 2022	-	
Class Annual	16 Aug 2022	09 Sept 2023	
Aux Boiler, Composite	-	Sept 2024	
Bottom survey	-	Sept 2024	
Tail shaft survey	-	Sept 2024	

Conditions of class / overdue items / memos to owners

Conditions of class: NONE

Class Memo (For information only) NONE

Ship Photographs

Sent via WeTransfer

1. Hull
2. Forecastle and poop deck
3. Main deck and fittings
4. Cargo holds and hatch covers
5. Ballast Tanks & Void Spaces
6. Cargo cranes and grabs
7. Wheelhouse and compass deck
8. Accommodation
9. Machinery rooms
10. Firefighting and lifesaving equipment
11. MARPOL and Miscellaneous
12. Pictures of defects and concerns
13. Forepeak stores
14. Ship's office

Documentation Sent

Sent via the WeTransfer

1. Certificates
2. Engine & Deck docs
3. Others

Inspection Limitations & Code Of Conduct

Inspections

Company Terms and Conditions of Service apply (available on request).

Any report is issued solely to the person to whom it is addressed and under no circumstances is any part of it to be issued or made available to any other party.

Inspections are limited to those parts of the vessel, the machinery equipment or records (if made available) which were actually exposed, uncovered or readily accessible. is unable to report on any other part of the vessel, her machinery or equipment and shall have no responsibilities whatsoever in such respect.

are unable to report on the vessel's water tightness or integrity, the operational efficiency of its machinery or equipment, its suitability for any business or trade, or its stability characteristics.

shall in no circumstances be liable for any indirect, consequential or economic losses arising from any surveys of vessels or other services.

The maximum liability for any loss arising from surveys or services shall be 10 times the fee payable therefor.

Relations between the parties shall be governed by English Law.

Code of Conduct

Company will endeavour: -

To represent our project credentials, qualifications, experience, and ability fairly, and accurately in all communications and advertisements.

To accept only engagements for which we are qualified.

To serve our clients with honesty, integrity, loyalty, competence, and objectivity.

To disclose to our clients any situation that we believe might create a conflict of interest for our accepting or carrying out an assignment for a client.

To keep client information and records of client engagements confidential, and use proprietary client information only with client permission.

To charge fees and expenses that are fair, reasonable, and legitimate.

To keep informed of, understand, and uphold relevant laws and regulations relating to the maritime industry and our consulting activities.

To comply with all copyright laws, and use proprietary information or methodologies only with permission.