

**Sample Bulker - Full Report**

- Inspection Summary and Conclusions
- Detail of Inspection
- Design and Construction
- Class and Certification
- Maintenance status**
  - External Hull Structures
  - Deck machinery
  - Cargo Systems**
  - Ballast water systems
  - Machinery spaces
  - Accommodation
  - Navigation and Bridge
  - Safety Equipment
- Concerns and Risks
- Consumption and Loads
- Voyage Performance
- General Particulars**
  - Spaces available
  - Persons also inspecting and other details
  - Logbooks examined
  - Principal particulars
  - Dimensions and Capacities
  - Total: 804.9m3**
- Certificates & Documents Status**
  - Certificates Status
  - Classification status
  - Conditions of class / overdue items / memos to ov
- Ship Photographs**
- Documentation Sent**
- Inspection Limitations & Code Of Conduct**
  - Inspections
  - Code of Conduct

**Cargo Systems**

**Hatch Covers**

Vessel has 7 cargo holds. Vessel has athwartship ship opening single skin covers operated hydraulically by staff motor arrangement with rack and pinion.

The operation was satisfactory. Racks seemed worn and few hydraulic leaks were seen. Hydraulic jacks were seen without any leaks.

Top of hatch cover coating is in poor condition, rust at several places and needs up gradation, with scattered rusting at over 30-50% area. The undersides were satisfactory.

Hatch packing was seen with excess depression and channels were fair. Resting pads were worn. Cross joints areas were a bit deteriorated. Cleats were rusty.

Some gutter lips were distorted in areas. Non Return valves looked sound. Cleats were satisfactory.

<b>Hatch Covers Tick/ Mouse Click only once</b>	<b>None</b>	<b>Minimal</b>	<b>Intermediary</b>	<b>Considerable</b>	<b>Not Sighted</b>
<u>Repair/Upgrade required</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Cargo Holds**

Vessel has 7 cargo holds. Holds are strengthened for heavy cargoes and 2, 4, 6 may be empty. No 6 hold is designated as the weather ballast hold. Holds no. 2, 4 and 6 may take ballast in the port in case required to meet specific air draft. Natural ventilation has been provided at cargo holds.

All cargo were partly sand blasted and re-coated with epoxy paint during the last docking March 2013 and as per the class records coating are rated as "Good". Dry dock reports were presented, but same are on below average paper quality, not properly legible.

Holds No.2, 4 & 6 were inspected internally and no structural defects were noticed but UTG must be examined.

Overall coating was fair. Bulkhead, side shell, under decks and tank tops were sighted with no major issues but some sharp dents seen on tank top. Upper stool spaces were seen with rust on bottom.

General pitting was arrested by the coating treatment job carried out during previous docking. Hoppers and stool plates were observed with missing coating, with loose rust patches detaching and falling down.

Cargo hold access hatch cover lids found with some rust and minor wastage at several places, but still satisfactory conditions.

Pipes and ladders were sound with no major damages, but the cargo hold no.4 Australian ladder was observed with one section slightly bent. Railings were bent in areas of spiral ladders.

<b>Hatch Covers Tick/ Mouse Click only once</b>	<b>None</b>	<b>Minimal</b>	<b>Intermediary</b>	<b>Considerable</b>	<b>Not Sighted</b>
<u>Repair/Upgrade required</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Contact Us**